### 2002

# Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

# Special Locality Report 127

City of Richmond

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

### Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

### **Publication Notes**

### Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire**: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

**2Axle Truck**: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck**: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30<sup>th</sup> highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

### Route Shield Legend

### Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

### **Special Routes**

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Route   Length   AADT   QA   4Tire   Bus   SALE   SALE   SANE   1Trail   2Trail							City of Richn	ioria								
Jerferson Davis Hwy	Route	Length	AADT	QA	4Tire	Bus			2Trail	QC		QK		AAWDT	QW	Year
Juefferson Davis Hwy	City of Richmond								_							
1   Jefferson Davis Hwy   0.86   17000   A   94%   1%   2%   1%   2%   0%   7%   0%   0%   0%   0%   0%   0	$\sim$															
Jefferson Davis Hwy	1 Jefferson Davis Hwy	2.13	27000	G	94%	1%	2% 1%	2%	0%	F	0.079	F	0.537	28000	G	2002
Jefferson Davis Hwy	<u> </u>				To:		Bellmeade I	2d	1							
1   Jefferson Davis Hwy   1.01   24000   G   94%   1%   2%   0%   1%   2%   2%   2%   2%   2%   2%   2	Jefferson Davis Hwy	0.86	17000	Α		1%			0%	Α	0.091	Α	0.55	18000	Α	2002
Jefferson Davis Hwy																
Cowardin Ave	~~~ <u>~</u>					10/	•			_		_				
Cowardin Ave	1 Jefferson Davis Hwy	1.01	24000	G	94%	1%	2% 1%	2%	0%	F	0.075	F	0.584	27000	G	2002
Cowardin Ave	<del></del>				To:		US 360 Hull	St	-							
Lee Bridge	Cowardin Ave	0.39	24000	G		1%	2% 0%	1%	0%	F	0.082	F	0.624	27000	G	2002
Lee Bridge					To:		G 4		1							
1   Betwidere St   0.92   33000   G   96%   1%   2%   0%   1%   0%   F   0.087   F   0.618   36000   G   2002     1   Betwidere St   0.15   44000   G   96%   1%   2%   0%   1%   0%   1%   0%   F   0.080   F   0.575   50000   G   2002     1   Betwidere St   0.40   35000   G   96%   1%   2%   0%   1%   0%   1%   0%   F   0.080   F   0.575   50000   G   2002     1   Betwidere St   0.40   35000   G   96%   1%   2%   0%   1%   0%   1%   0%   F   0.083   F   0.611   39000   G   2002     1   Chamberlayne Ave   1.02   23000   G   96%   1%   2%   0%   1%   0%   0%   F   0.083   F   0.611   39000   G   2002     1   Chamberlayne Ave   0.31   24000   G   96%   1%   2%   0%   1%   0%   0%   F   0.077   F   0.590   26000   G   2002     1   Chamberlayne Ave   0.86   17000   G   96%   1%   2%   0%   1%   0%   0%   0%   0%   0%   0	Las Bridge	0.76	20000			10/			00/		0.001	_	0.617	44000		2002
Behvidere St	1 Lee Bridge	0.76	39000	G	90 %	1 70	270 070	1 70	076	C	0.091	Г	0.017	44000	G	2002
1   Belvidere St   0.15   44000   G   96%   1%   2%   0%   1%   0%   F   0.080   F   0.575   50000   G   2002     1   Belvidere St   0.40   35000   G   96%   1%   2%   0%   1%   0%   F   0.083   F   0.611   39000   G   2002     1   Chamberlayne Ave   1.02   23000   G   96%   1%   2%   0%   1%   0%   F   0.083   F   0.611   39000   G   2002     1   Chamberlayne Ave   0.31   24000   G   96%   1%   2%   0%   1%   0%   F   0.077   F   0.590   26000   G   2002     1   Chamberlayne Ave   0.86   17000   G   95%   1%   2%   0%   1%   0%   F   0.077   F   0.615   27000   G   2002     1   Chamberlayne Ave   0.86   17000   G   95%   1%   2%   0%   1%   0%   F   0.088   F   0.578   16000   G   2002     1   Chamberlayne Ave   0.26   14000   G   95%   1%   0%   0%   1%   0%   F   0.088   F   0.578   16000   G   2002     1   Chamberlayne Ave   0.26   14000   G   96%   1%   0%   0%   1%   0%   0%   F   0.088   F   0.578   16000   G   2002     1   Azalea Ave   0.26   19000   G   96%   1%   0%   0%   1%   0%   0%   0%   0					To- From:		2nd St		-							
1   Behvidere St   0.15   44000   G   96%   1%   2%   0%   1%   0%   F   0.080   F   0.575   50000   G   2002     2   1   Behvidere St   0.40   35000   G   369%   1%   2%   0%   1%   0%   0%   F   0.083   F   0.611   39000   G   2002     3   1   Chamberlayne Ave   1.02   23000   G   96%   1%   2%   0%   1%   0%   0%   F   0.083   F   0.611   39000   G   2002     3   Chamberlayne Ave   0.31   24000   G   96%   1%   2%   0%   1%   0%   F   0.077   F   0.590   26000   G   2002     4   Chamberlayne Ave   0.38   17000   G   95%   1%   2%   0%   1%   0%   F   0.077   F   0.615   27000   G   2002     5   Chamberlayne Ave   0.26   14000   G   95%   1%   0%   2%   0%   1%   0%   F   0.086   F   0.592   19000   G   2002     6   Chamberlayne Ave   0.26   14000   G   96%   1%   0%   0%   1%   0%   0%   F   0.081   F   0.578   16000   G   2002     6   Chamberlayne Ave   0.26   14000   G   96%   1%   0%   0%   1%   0%   0%   F   0.081   F   0.578   16000   G   2002     7   Chamberlayne Ave   0.26   14000   G   96%   1%   0%   0%   1%   0%   0%   0%   F   0.081   F   0.578   16000   G   2002     8   Chamberlayne Ave   0.26   14000   G   96%   1%   0%   0%   1%   0%   0%   0%   F   0.085   F   0.606   20000   G   2002     9   Chamberlayne Ave   0.26   14000   G   96%   1%   0%   0%   1%   0%   0%   0%   F   0.085   F   0.606   20000   G   2002     1   Azalea Ave   0.26   14000   G   95%   1%   0%   0%   1%   0%   0%   F   0.085   F   0.516   15000   G   2002     2   301   Chamberlayne Av   0.41   14000   G   95%   1%   0%   0%   1%   0%   0%   F   0.089   F   0.516   15000   G   2002     3   Main St   0.20   14000   G   95%   1%   3%   1%   0%   0%   0%   F   0.089   F   0.516   15000   G   2002     5   Main St   0.26   12000   G   95%   0%   1%   3%   1%   0%   0%   0%   F   0.089   F   0.603   17000   G   2002     6   Patterson Ave   0.38   9400   G   99%   0%   1%   0%   0%   0%   0%   F   0.100   F   0.584   13000   G   2002     6   Raterson Ave   0.38   9400   G   99%   0%   1%   0%   0%   0%   0%   0%   F   0.109   F	1 Belvidere St	0.92	33000	G	96%	1%	2% 0%	1%	0%	F	0.087	F	0.618	38000	G	2002
Behvidere St					To:		E 11: C		1							
1   Belvidere St   0.40   35000   G   96%   1%   2%   0%   1%   0%   F   0.083   F   0.611   39000   G   2002	Dahidara St	0.15	44000			10/			00/	_	0.000	_	0 E7E	E0000		2002
Belvidere St   0.40   35000   G   69%   1%   2%   0%   1%   0%   F   0.083   F   0.611   39000   G   2002	1 Beividere St	0.15	44000	G	90%	170	2% 0%	170	0%	Г	0.060	Г	0.575	50000	G	2002
Belvidere St   0.40   35000   G   96%   1%   2%   0%   1%   0%   F   0.083   F   0.611   39000   G   2002					From:		US 250 Broad	l St								
Chamberlayne Ave	1 Belvidere St	0.40	35000	G		1%	2% 0%	1%	0%	F	0.083	F	0.611	39000	G	2002
1 Chamberlayne Ave	<u> </u>						Chamberlayne	Ave								
Chamberlayne Ave	~~															
Chamberlayne Ave	1 Chamberlayne Ave	1.02	23000	G	96%	1%	2% 0%	1%	0%	С	0.077	F	0.590	26000	G	2002
Chamberlayne Ave	<u> </u>				To		Edge Hill D	d	].							
Chamberlayne Ave   0.86   17000   G   95%   1%   2%   0%   1%   0%   0%   C   0.086   F   0.592   19000   G   2002	Chamberlavne Ave	0.31	24000	G		1%			0%	F	0.077	F	0.615	27000	G	2002
Chamberlayne Ave   0.86   17000   G   95%   1%   2%   0%   1%   0%   C   0.086   F   0.592   19000   G   2002	1 Chambenayne Ave	0.51	24000	G	30 70	1 /0	270 070	1 /0	0 70	'	0.011	•	0.013	21000	J	2002
Chamberlayne Ave   0.26   14000   G   96%   1%   1%   0%   1%   0%   1%   0%   F   0.081   F   0.578   16000   G   2002	~~~						Brookland Park	Blvd	-							
Chamberlayne Ave   0.26   14000   G   96%   1%   1%   0%   1%   0%   F   0.081   F   0.578   16000   G   2002	1 Chamberlayne Ave	0.86	17000	G	95%	1%	2% 0%	1%	0%	С	0.086	F	0.592	19000	G	2002
Chamberlayne Ave	$\bigcirc$				To		I obsumsum A									
1 Chamberlayne Ave   0.94   16000   G   96%   1%   1%   0%   1%   0%   1%   0%   0	Chamberlayne Ave	0.26	14000	G		10/			00/	_	0.001		0.570	16000		2002
Chamberlayne Ave   0.94   16000   G   96%   1%   1%   0%   1%   0%   0%   0%   0	1 Chamberlayne Ave	0.26	14000	G	96%	1%	1% 0%	1%	0%	F	0.081	г	0.578	16000	G	2002
Chamberlayne Ave   0.94   16000   G   96%   1%   1%   0%   1%   0%   1%   0%   C   0.088   F   0.577   18000   G   2002	•				To- From:		Claremont A	ve								
Azalea Ave   0.26   1900   G   96%   1%   1%   0%   0%   1%   0%   0%   1%   0%   0	1 Chamberlayne Ave	0.94	16000	G		1%	1% 0%	1%	0%	С	0.088	F	0.577	18000	G	2002
Azalea Ave   0.26   19000   G   96%   1%   1%   0%   1%   0%   1%   0%   1%   0%   F   0.095   F   0.606   20000   G   2002					To:		Azalea Av	)								
To   NCL Richmond					From:		Chamberlayne	Ave								
2   301   Chamberlayne Av   0.04   14000   G   95%   1%   2%   0%   2%   0%   2%   0%   0%   0	1 Azalea Ave	0.26	19000	G	96%	1%	1% 0%	1%	0%	F	0.095	F	0.606	20000	G	2002
2 301 Chamberlayne Av 0.04 14000 G 95% 19% 29% 09% 2% 09% F 0.089 F 0.516 15000 G 2002    To	$\bigcirc$				To:		NCL Richmo	nd								
2   301   Chamberlayne Av   0.04   14000   G   95%   1%   2%   0%   2%   0%   0%   0%   0%   0					From:		Azalea Av	,	Ī							
Second	Chamberlayne Av	0.04	14000	G	95%	1%			0%	F	0 080	F	0.516	15000	G	2002
Section   Sect	2 301 Onamberiayire Av	0.04	1-000	J		1 70			070	'	0.000	•	0.510	15000	J	2002
5 25th St 0.22 3200 G 95% 1% 3% 1% 0% 0% 0% C 0.094 F 0.511 3600 G 2002    Solid Nain St   St   St   St   St   St   St   St								TIU .								
Main St	<u> </u>			_						_		_			_	
Solution   State   S	5 25th St	0.22	3200	G		1%		0%	0%	С	0.094	F	0.511	3600	G	2002
Sample	$\sim$							<del></del>								
Sample   Main St   Main															_	
Same	5 Main St	0.30	14000	G	95%	0%	1% 3%	1%	0%	F	0.104	F	0.693	15000	G	2002
Same	$\sim$				To:		Williamshuro	Rd	I.							
Nicholson St	Main St	0.40	6900	G		0%			0%	C	0 115	F	0.793	7700	G	2002
5 Main St 0.26 12000 G 95% 0% 1% 3% 1% 0% F 0.11 F 0.782 13000 G 2002    From   WCL Richmond   WCL Richmond   F 0.089 F 0.603 17000 G 2002	5)a ot	5.∓0	5550	•	30 /0	J /0			<u> </u>	J	0.110	•	5.700	7700	J	2002
From:   WCL Richmond   WCL Richmond   From:   WCL Richmond   WCL									-							
From   WCL Richmond	∫ <sub>5</sub> ) Main St	0.26	12000	G		0%			0%	F	0.11	F	0.782	13000	G	2002
6 Patterson Ave 1.30 15000 G 99% 0% 1% 0% 0% 0% F 0.089 F 0.603 17000 G 2002    Columbia	$\sim$				To:		ECL Richmo	nd								
6 Patterson Ave 1.30 15000 G 99% 0% 1% 0% 0% 0% 0% F 0.089 F 0.603 17000 G 2002    Columbia					From:		WCL Richmo	ond								
6 Patterson Ave 1.67 12000 G 99% 0% 1% 0% 0% 0% F 0.100 F 0.564 13000 G 2002    Columbia	6 Patterson Ave	1.30	15000	G	99%	0%			0%	F	0.089	F	0.603	17000	G	2002
6 Patterson Ave 1.67 12000 G 99% 0% 1% 0% 0% 0% F 0.100 F 0.564 13000 G 2002    Total Control				-						•						
6 Patterson Ave 0.38 9400 G 99% 0% 1% 0% 0% 0% F 0.1 F 0.615 11000 G 2002    Thompson St   Thompson										_					_	
6 Patterson Ave 0.38 9400 G 99% 0% 1% 0% 0% 0% F 0.1 F 0.615 11000 G 2002  Thompson St  6 Kensington Ave 0.71 3000 G 99% 0% 1% 0% 0% 0% F 0.089 F 0.587 3400 G 2002	6 Patterson Ave	1.67	12000	G	99%	0%	1% 0%	0%	0%	F	0.100	F	0.564	13000	G	2002
6 Patterson Ave 0.38 9400 G 99% 0% 1% 0% 0% 0% F 0.1 F 0.615 11000 G 2002  Thompson St  6 Kensington Ave 0.71 3000 G 99% 0% 1% 0% 0% 0% F 0.089 F 0.587 3400 G 2002	$\sim$				To:		Malvern Av	re	<u> </u>							
Thompson St    Thompson St	e Patterson Ave	0.38	9400	G		0%			0%	F	0.1	F	0.615	11000	G	2002
( <sub>6</sub> ) Kensington Ave 0.71 <b>3000 G</b> 99 <u>% 0% 1% 0% 0% 0%</u> F 0.089 F 0.587 3400 G 2002	0	0.00	J .00	-		J /0			- 70	•	0.1	•	0.010		9	2002
	6 Kensington Ave	0.71	3000	G		0%	1% 0%	0%	0%	F	0.089	F	0.587	3400	G	2002
					To-		Boulevard									

						City of Richmo	ond								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle		 2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Richmond															
			_	From:	10/	US 360 Hull S			_		_				
10 Broad Rock Ro	d 0.81	8400	G	95%	1%	2% 0%	0%	0%	С	0.089	F	0.693	8800	G	2002
				To: From:		N Belt Blvd									
10 Broad Rock Bl	vd 0.43	19000	G	95%	1%	2% 0%	0%	0%	F	0.084	F	0.742	20000	G	2002
$\stackrel{\smile}{=}$				From:		S Belt Blvd									
$\binom{10}{10}$ Broad Rock Bl	vd 2.10	21000	G	97%	1%	2% 0%	0%	0%	С	0.09	F	0.643	22000	G	2002
				To:		W. Belmont R	d	-							
10 Iron Bridge Rd	0.56	12000	G	97%	1%	2% 0%	0%	0%	F	0.087	F	0.617	12000	G	2002
				To:		SCL Richmon	d								
~~~				From:		WCL Richmon	d								
33 Staples Mill Ro	0.03	29000	G	97%	0%	2% 0%	0%	0%	F	0.093	F	0.596	29000	G	2002
<u> </u>				To: From:		US 250 Broad S									
33 Broad St	0.79	28000	Α	97%	1%	US 250; Staples M 1% 0%	1%	0%	С	0.107	Α	0.553	30000	Α	2002
33) Broad or	0.70	20000		- T	170		170		O	0.107	,,	0.000	00000	,,	2002
33 Broad St	0.97	29000	G	From: 97%	1%	Malvern Ave	1%	0%	F	0.084	F	0.597	31000	G	2002
33 Broad St	0.97	29000	G	97 76	1 70	170 070	1 70	076	F	0.064	г	0.587	31000	G	2002
~ 101	0.00			From:	40/	Sheppard St	40/			0.004		0.500	00000		2000
33 Broad St	0.38	26000	G	97%	1%	1% 0%	1%	0%	F	0.081	F	0.508	28000	G	2002
<u> </u>				To: From:		SR 399 Terminal I									
33 Broad St	0.94	24000	G	97%	1%	1% 0%	1%	0%	F	0.081	F	0.557	26000	G	2002
~				From:		SR 33 P, Harrison	n St								
33 250 Broad S	t 0.08	25000	G	97%	1%	1% 0%	1%	0%	F	0.081	F	0.548	27000	G	2002
	Combined Traffic:	33000	G	97%	1%	2% 0%	1%	0%	F	0.081	F	0.548	35000	G	
				To:		US 250 Broad S	St								
33 Hancock Rd	0.23	820	G	97%	1%	1% 0%	1%	0%	F	0.101	F	0.829	850	G	2002
00)	Combined Traffic:	4000	G	96%	1%	2% 0%	0%	0%	F	0.101	F	0.829	4200	G	
				To:		Leigh St									
				From:		US 33 Hancock	St								
33) Leigh St	0.27	10000	G	95%	2%	2% 1%	0%	0%	F	0.098	F	0.515	10000	G	2002
				To:		US 1 Belvidere	St								
33 Leigh St	1.60	8700	G	95%	2%	2% 1%	0%	0%	С	0.108	F	0.596	9100	G	2002
33) =0.9 01			•	- T						01.00	•	0.000	0.00	•	
33) Mosby St	0.30	11000	G	From: 95%	2%	Martin Luther King July 2% 1%	r Bridge 0%	0%	F	0.094	F	0.66	11000	G	2002
33 Mosby St	0.30	11000	G	70:	Z /0	Fairmont Ave		0 /6	•	0.094	•	0.00	11000	G	2002
				From-		Mosby St									
33) Fairmont Ave	0.43	9000	G	97%	1%	1% 0%	0%	0%	С	0.084	F	0.590	9400	G	2002
				To		25Th St									
33) Nine Mile Rd	0.90	9100	G	97%	1%	2% 0%	0%	0%	С	0.087	F	0.639	9500	G	2002
33)				To:		ECL Richmon									
				From:		Broad St									
33 Harrison St	0.24	3200	G	96%	1%	3% 0%	0%	0%	С	0.092	F	0.534	3300	G	2002
(P)	Combined Traffic:	4000	G	96%	1%	2% 0%	0%	0%	F	NA			4200	G	
				To-		Leigh St									
			_	From:		Harrison St			_		_			_	
33 Leigh St	0.07	8300	G	96%	1%	3% 0%	0%	0%	F	0.094	F	0.557	8700	G	2002
<u> </u>	Combined Traffic:	0	G	т		TT 1.0:		1		NA			0	G	
				To:		Hancock St		<u> </u>							
~~		40000	_			Chippenham Pkwy; V			_	0.00:	_	0.5:	45000	^	0000
60 Midlothian Turi	npike 0.38	43000	G	98%	0%	1% 0%	1%	0%	F	0.084	F	0.54	45000	G	2002
				To: From:		Carnation St									
~~~	oniko 170	31000	G	97%	1%	1% 0%	1%	0%	С	0.093	F	0.626	33000	G	2002
60 Midlothian Turi	npike 1.78	31000	_												
60 Midlothian Turi	тріке 1.76	31000		To											
60 Midlothian Turi	•	22000	G	From: 97%	1%	SR 161 Belt Bl		0%	F	0.094	F	0.625	23000	G	2002

Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
ity of Richmond															
~			_	From:		Midlothian Turn			_		_			_	
60 } Roanoke St	0.45	11000	G	98%	1%	1% 0%	0%	0%	С	0.099	F	0.678	12000	G	2002
~				To: From:		Forest Hill Av	e								
Forest Lill Ave	0.22	20000	_		10/	Roanoke St	00/	00/	_	0.000	_	0.604	20000	_	2001
60 Forest Hill Ave	0.22	26000	G	98% To:	1%	1% 0%	0%	0%	F	0.098	F	0.681	28000	G	2002
				From:		Semmes Ave Forest Hill Av									
Semmes Ave	1.13	25000	G	98%	0%	1% 0%	0%	0%	С	0.099	F	0.712	26000	G	200
60 Semmes Ave	1.13	23000	G	90 /0	0 70	176 076	0 70	0 /6	C	0.099		0.712	20000	G	200.
				From:	J	JS 1, US 301 Cowar	din Ave	-							
Semmes Ave	0.56	14000	G	98%	0%	1% 0%	0%	0%	F	0.123	F	0.828	14000	G	200
<b>√</b>				To:		Manchester Brid	dge								
~~				From:		Semmes Ave									
30 Manchester Bridge	0.49	22000	G	96%	1%	2% 1%	1%	0%	С	0.117	F	0.671	23000	G	200
<b>→</b>				To:		9th St									
~~				From:		Manchester Brid	dge								
<sub>30</sub> } 9th St	0.25	11000	G	96%	1%	2% 1%	1%	0%	F	0.183	F		11000	G	200
Com	bined Traffic:	20000	G	96%	1%	2% 1%	1%	0%	F	0.183	F		21000	G	
				To:		SR 147 Cary S	St								
~				From:		SR 147; 9th S									
GO Cary St	0.45	6100	G	96%	1%	2% 1%	1%	0%	F	0.098	F		6400	G	200
	bined Traffic:	18000	G	96%	1%	2% 1%	1%	0%	F	0.092	F		20000	G	
				To:		US 360; 14th									
				From:		US 360 14th S	st								
360 14th St	0.08	18000	N	97%	1%	2% 0%	0%	0%	Ν	NA			18000	N	200
				To:		RT 360/MAIN ST	REET								
				From:		14th St									
Main St	0.30	16000	G	97%	1%	2% 0%	0%	0%	F	0.078	F	0.584	16000	G	200
				To:		RT 360									
				From:		US 360, 18th S	St								
Main St	0.18	28000	G	96%	1%	2% 1%	1%	0%	F	NA			29000	G	200
				To:		21st St									
				From:		Main St									
21st St	0.23	5600	G	96%	1%	2% 1%	1%	0%	F	0.098	F	0.54	5900	G	200
				To		IIC 250 D	C4								
Thread Ct	0.42	0000		From:	40/	US 250 Broad		00/	_	0.00		0.704	40000		200
Broad St	0.13	9800	G	97%	1%	2% 1%	0%	0%	F	0.09	F	0.721	10000	G	200
				To: From:		23rd St		-							
Broad St	0.80	6700	G	97%	1%	2% 1%	0%	0%	С	0.088	F	0.750	7000	G	200
				т.,		261.0									
~ 0	4.40	0000		From:	40/	36th St	00/			0.000		0.004	0000		
Government Rd	1.19	8800	G	97%	1%	2% 1%	0%	0%	F	0.086	F	0.604	9200	G	200
~-				To: From:		Williamsburg I									
~	0.00	40000	_		00/	Government R		00/	_	0.000	_	0.550	40000	0	000
Williamsburg Rd	0.39	12000	G	96%	0%	2% 1%	1%	0%	F	0.093	F	0.578	13000	G	200
~				To:		ECL Richmon	d								
				From:		Manchester Brid	ige								
SO 8th St	0.19	8900	G	96%	1%	2% 1%	1%	0%	F	0.153	F		9300	G	200
PT./	bined Traffic:		G	96%	1%	2% 1%	1%	0%	F	NA			21000	G	
Com	onica manic.	20000	3		1 /0		1 /0	U /U	'	14/7			21000	J	
~				From:		Canal St		}							
8th St	0.15	12000	G	96%	1%	2% 1%	1%	0%	F	0.125	F		14000	G	200
	bined Traffic:	23000	G	96%	1%	2% 1%	1%	0%	F	NA			25000	G	
				To:		Main St									
				From:		8th St									
Main St	0.37	12000	G	96%	1%	2% 1%	1%	0%	F	0.1	F		14000	G	200
D /	bined Traffic:		G	96%	1%	2% 1%	1%	0%	F	NA			20000	G	
30111			-	To	. , •	14th St	. , ,		•					_	
				From:			1.0:								
				From:		US 60, US 250 Bro	oad St								
~~~			_	0=01	401			001	_	0 000	_	0 =0 4	E000	_	
	0.07	5700	G	97%	1%	2% 0%	0%	0%	F	0.088	F	0.521	5900	G	200
PT. /	0.07 bined Traffic:	5700 0	G G	97%	1%			0%	F	0.088 NA	F	0.521	5900 0	G G	2002

							Kiciiiic									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	ıck 1Trail	2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
city of Richmond				From:		219	St Street									
60 Marshall Stree	et 0.13	2200	G	95%	2%	2%	1%	0%	0%	F	0.079	F	0.563	2200	G	2002
60 Marshall Stree				93 /0	2 /0	2/0	1 /0	0 /0	0 /0				0.505			2002
	Combined Traffic:	0	G	To		2	3rd St				NA			0	G	
				From:			hall Street									
60 23rd St	0.06	480	G			iviais	nan Succi				0.103	F	0.536	480	G	2002
60 23rd St												'	0.550			2002
	Combined Traffic:	0	G	To:		US 60, U	2 250 D	- 1 04			NA			0	G	
East				From:			County L									
64)	0.74	67000	G	98%	0%	1%	0%	1%	0%	F	0.089	F		74000	G	2002
	Combined Traffic:	138000	G	97%	0%	1%	0%	2%	0%	F	0.090	F	0.528	153000	G	
				To:		I-9	5; I-195									
East South				From:											_	
64) (95)	0.48	67000	G	92%	1%	2%	1%	5%	0%	F	0.087	F		71000	G	2002
	Combined Traffic:	131000	G	91%	1%	2%	1%	6%	0%	F	NA			137000	G	
				To: From:		SR 16	Bouleva	rd	1							
East South	0.70	74000			401				001	_	0.000			74000	Α.	0000
64 95	2.72	71000	Α	92%	1%	2%	1%	5%	0%	С	0.096	Α		74000	Α	2002
	Combined Traffic:	141000	Α	91%	1%	2%	1%	6%	0%	С	NA			147000	Α	
				To- From:		I-95 Eas	t Intercha	nge	1							
East	4.07	50000	_		40/	20/	40/	20/	00/	_	0.405	_		F2000	_	2000
64	1.67	52000	G	94%	1%	2%	1%	3%	0%	F	0.105	F		53000	G	2002
~	Combined Traffic:	97000	G	94%	1%	2%	1%	3%	0%	F	0.105	F		100000	G	
				To: From:	US	360 Mech	anicsville	Turnpike	-							
ast	0.25	20000	•		10/	20/	10/	20/	00/	_	0.005	_		40000	_	2001
64)	0.25	38000	G	94%	1%	2%	1%	3%	0%	F	0.095	F		40000	G	2002
	Combined Traffic:	74000	G	94%	1%	2%	1%	3%	0%	F	0.095	F		76000	G	
- oot				To: From:			Richmor									
East	0.24	38000	G	94%	1%	2%	Richmon 1%	3%	0%	F	0.095	F		40000	G	2002
64)																2002
	Combined Traffic:	74000	G	94% To:	1%	2%	1%	3%	0%	F	0.095	F		76000	G	
						ECL	Richmono	Į								
Vest			_	From:			County L								_	
64)	0.92	71000	G	96%	0%	1%	1%	2%	0%	F	0.096	F		79000	G	2002
	Combined Traffic:	138000	G	97%	0%	1%	0%	2%	0%	F	0.090	F	0.528	153000	G	
				To: From:		I-9	5; I-195		T-							
Vest North			_	· <del>-</del>	407			201	201	_		_				
64) (95)	0.78	63000	G	91%	1%	2%	1%	6%	0%	F	0.087	F		66000	G	2002
	Combined Traffic:	131000	G	91%	1%	2%	1%	6%	0%	F	0.079	F	0.535	137000	G	
				To: From:		SR 16	Bouleva	rd								
Vest North	0.5.	70000			407				001		0.00			70000		0000
64) (95)	2.51	70000	Α	91%	1%	2%	1%	6%	0%	Α	0.09	Α		73000	Α	2002
	Combined Traffic:	141000	Α	91%	1%	2%	1%	6%	0%	С	0.090	Α	0.526	147000	Α	
				To: From:		I-95 Eas	t Intercha	nge								
Vest	4 =-	40000	_		407				001	_	0.404	_		47000	_	0000
64)	1.70	46000	G	94%	1%	2%	1%	3%	0%	F	0.104	F		47000	G	2002
	Combined Traffic:	97000	G	94%	1%	2%	1%	3%	0%	F	NA			100000	G	
				To:			Richmor									
Vest	0.04	20022	_	From:	40/		Richmon		00/	_	0.4	_		07000	0	0000
64)	0.24	36000	G	94%	1%	2%	1%	3%	0%	F	0.1	F		37000	G	2002
~	Combined Traffic:	74000	G	94%	1%	2%	1%	3%	0%	F	0.095	F		76000	G	
				To:		ECL	Richmono	i								
				From:		Chesterfie	ld County	Line								
76) Powhite Pkwy	1.84	69000	N	97%	0%	1%	0%	1%	0%	Ν	0.101	Ν	0.715	75000	Ν	2002
<u> </u>				To		Donal.	Dlave D	daa	1							
- Dowbite Dig	, 160	64000	-	From:	00/	Powhite 1%	Pkwy Bri		00/	г	0.112	Г	0.700	70000		2000
76 Powhite Pkwy	1.60	04000	G	97%	0%		0%	1%	0%	F	0.112	F	0.708	70000	G	2002
~				To:			I-195									

						City of	f Richmo	ond								
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Richmond				_		ZAXIC	JIANE	TITAL	ZIIali		Houi		i actor			
North				From:			Richmono			_		_			_	
95)	1.12	52000	G	89%	1%	2%	1%	8%	0%	F	0.108	F		52000	G	2002
	Combined Traffic:	107000	G	88%	1%	2%	1%	8%	0%	F	0.108	F		106000	G	
North				To: From:		SR 1	61 Bells R	d								
95)	3.81	49000	G	89%	1%	2%	1%	8%	0%	F	0.108	F		48000	G	2002
93)	Combined Traffic:	103000	G	88%	1%	2%	1%	8%	0%	F	0.108	F		101000	G	
				To	.,,		Maury St			•	01.00	•				
North				From:						_						
95	0.45	56000	G	89%	1%	2%	1%	8%	0%	F -	0.11	F		55000	G	2002
	Combined Traffic:	112000	G	88%	1%	2%	1%	8%	0%	F	0.11	F		111000	G	
North				From:		James	River Brid	lge								
95)	0.40	56000	G	89%	1%	2%	1%	8%	0%	F	0.11	F		55000	G	2002
	Combined Traffic:	112000	G	88%	1%	2%	1%	8%	0%	F	0.11	F		111000	G	
				To:	SE	R 195 Dow	ntown Exp	ressway								
North	1.54	66000	G	Prom:			•		00/	F	0.001	_		65000	C	2002
95	1.54		G	89%	1%	2%	1%	8%	0%		0.091	F	0.554	65000	G	2002
	Combined Traffic:	123000	G	88%	1%	2%	1%	8%	0%	F	0.088	F	0.551	122000	G	
North				From:		I-64 Sou	ıth Intersec	etion								
95)	2.51	70000	Α	91%	1%	2%	1%	6%	0%	Α	0.09	Α		73000	Α	2002
	Combined Traffic:	141000	Α	91%	1%	2%	1%	6%	0%	С	0.090	Α	0.526	147000	Α	
				To:		SR 16	1 Bouleva	rd								
North	0.78	63000	G	91%	1%	2%	1%	6%	0%	F	0.087	F		66000	G	2002
95	Combined Traffic:			91%	1%	2%	1%	6%	0%		0.007	F	0.525		G	2002
	Combined Trainic.	131000	G	91%	1 70				0%	F	0.079	Г	0.535	137000	G	
North				From:		I-64 No	rth Interch	ange								
95)	1.07	42000	G	92%	1%	1%	1%	5%	0%	F	0.094	F		42000	G	2002
	Combined Traffic:	95000	G	90 <u>%</u>	1%	2%	1%	6%	0%	F	0.083	F	0.632	96000	G	
				To:		NCL	Richmon	1								
South				From:			Richmono									
95)	1.39	55000	G	88%	1%	2%	1%	8%	0%	F	0.114	F		54000	G	2002
	Combined Traffic:	107000	G	88%	1%	2%	1%	8%	0%	F	0.108	F		106000	G	
South				To: From:		SR 1	61 Bells R	d								
95)	3.86	54000	G	88%	1%	2%	1%	8%	0%	F	0.106	F		53000	G	2002
00)	Combined Traffic:	103000	G	88%	1%	2%	1%	8%	0%	F	NA			101000	G	
				To:			Maury St									
South			_	From:	101		River Brid	_	20/	_		_				
95	0.62	56000	G	88%	1%	2%	1%	8%	0%	F -	0.100	F		56000	G	2002
	Combined Traffic:	112000	G	88%	1%	2%	1%	8%	0%	F	NA			111000	G	
South				From:		SR 195 I	Oowntown	Expy								
95)	1.47	57000	G	88%	1%	2%	1%	8%	0%	F	0.084	F		57000	G	2002
	Combined Traffic:	123000	G	88%	1%	2%	1%	8%	0%	F	NA			122000	G	
				To: From:		I-64 Soi	ıth Interch	ange								
South	0.70	71000		92%	10/		1%		00/	C	0.006	۸		74000	٨	2002
95	2.72		A		1%	2%		5%	0%	С	0.096	Α		74000	A	2002
	Combined Traffic:	141000	Α	91%	1%	2%	1%	6%	0%	С	NA			147000	Α	
South				From:		SR 16	1 Bouleva	rd								
95)	0.48	67000	G	92%	1%	2%	1%	5%	0%	F	0.087	F		71000	G	2002
$\smile$	Combined Traffic:	131000	G	91%	1%	2%	1%	6%	0%	F	NA			137000	G	
				To: From:	Ţ.	-64 North	Interchang	e, I-195								
South	4.04	E2000	_						00/	г	0.004	_		E4000	<u></u>	2002
95	1.01	53000	G	89%	1%	2%	1%	7%	0% 0%	F	0.091	F		54000	G	2002
	Combined Traffic:	90000	G	90% To:	1%	2%	1% Richmon	6%	0%	F	NA			96000	G	
						NCL	Kichmon	ı								

						City of	Richmo	nd								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Richmond				-												
(140)	0.86	22000	G	97%	0%	1%	owhite Pk	wy 1%	0%	F	0.106	F	0.711	24000	G	2002
146	0.00	22000	Ū	To:		SR 195 Do			070	•	0.100	•	0.711	24000	Ü	2002
				From:			Richmond		Ī							
(147) Huguenot Rd	0.22	45000	G	97%	0%	1%	1%	1%	0%	С	0.092	Ν	0.59	47000	G	2002
				To:		SR 150 Ch	ippenham	Pkwy								
	4.00	00000	_	From:	00/	Functiona			00/	_	0.000	_	0.500	00000	0	0000
147 Huguenot Rd	1.02	29000	G	98% To:	0%	1%	1% Richmond	1%	0%	С	0.093	F	0.562	30000	G	2002
				From:			Richmone									
(147) River Rd	0.68	28000	G	98%	0%	1%	0%	0%	0%	F	80.0	F	0.57	29000	G	2002
				To:		Three	Chopt Ro	1	1							
(147) Cary St	0.16	22000	G	98%	0%	1%	0%	0%	0%	F	0.074	F	0.550	23000	G	2002
				To		1.11	bie Ave									
(147) Cary St	1.10	17000	G	98%	0%	1%	0%	0%	0%	С	0.074	F	0.593	17000	G	2002
				To:												
(147) Cary St	0.83	16000	G	From: 98%	0%	1%	noreland S	0%	0%	F	0.085	F	0.699	17000	G	2002
147 Gary Gt	0.03	10000	3	JJ 70	0 /0			0 /0	0 /0	'	0.000	'	0.033	17000	J	2002
Conv St	0.77	13000	G	From: 98%	0%	1%	mpson St 0%	0%	0%	F	0.081	F		14000	G	2002
147 Cary St			G							F		F				2002
	Combined Traffic:	25000	G	98%	0%	1%	0%	0%	0%	Г	0.081	Г		26000	G	
	4.50	44000	_	From:	00/		1 Boulevar		- 00/		0.000	_		44000	_	0000
147 Cary St	1.59	11000	G	98%	0%	1%	0%	0%	0%	F	0.093	F		11000	G	2002
	Combined Traffic:	22000	G	98%	0%	1%	0%	0%	0%	F	0.093	F		23000	G	
				From:		US 1; US :						_				
(147) Cary St	0.81	8000	G	98%	0%	1%	0%	0%	0%	F	0.134	F		8400	G	2002
	Combined Traffic:	18000	G	98% To:	0%	2%	0%	0%	0%	F	0.134	F		18000	G	
							60, 9th St									
Thompson Co	0.07	14000	•	From:	10/		Cary St	00/	00/	_	0.005	_	0.050	15000	0	2002
Thompson St		14000	G	97%	1%	2%	0%	0%	0%	F	0.095	F	0.859	15000	G	2002
	Combined Traffic:	28000	G	98% To:	0%	1%	0% vood Ave	0%	0%	F	NA			29000	G	
				From:			mpson St									
147 Ellwood Ave	0.77	11000	G	97%	1%	2%	0%	0%	0%	F	0.098	F		12000	G	2002
Р	Combined Traffic:	25000	G	98%	0%	1%	0%	0%	0%	F	NA			26000	G	
				To: From:		SR 16	1 Boulevar	rd	T.							
147 Main St	1.56	11000	G	97%	1%	2%	0%	0%	0%	С	0.102	F		12000	G	2002
P	Combined Traffic:	22000	G	98%	0%	1%	0%	0%	0%	F	NA			23000	G	
				To: From:		US 1 US 3	01 Belvid	ere St	F							
147 Main St	0.81	9600	G	97%	1%	2%	0%	0%	0%	F	0.12	F		10000	G	2002
· Pr	Combined Traffic:	18000	G	98%	0%	2%	0%	0%	0%	F	NA			18000	G	
				To:		US 6	0 P, 8th St	i								
				From:		NCL	Richmono	i								
(150) Willey Bridge	1.31	41000	G								0.112	F	0.537	45000	G	2002
				To: From:		SR 147	Huguenot	Rd	T.							
(150) Chippenham	Pkwy 1.56	36000	G	FIGHT.							0.108	F	0.555	39000	G	2002
				To:		Fores	st Hill Ave	:								
(150) Chippenham	Pkwy 0.46	42000	G	From:		1 0103		•			0.103	F	0.559	46000	G	2002
				To:		ECL	Richmond	l								
				From:			I-95		Ī							
(161) Commerce R	d 0.21	25000	G	83%	1%	3%	3%	10%	0%	F	0.087	F	0.567	26000	G	2002
				То:			ells Rd									
			_	From:			merce Rd			_		_				
161 Bells Rd	1.17	12000	G	83%	1%	3%	3%	10%	0%	С	0.1	F	0.560	12000	G	2002
<u>~</u>				To: From:	US	1, US 301 J	Jefferson I	Davis Hwy	/							
(161) Bells Rd	0.49	13000	G	90%	1%	2%	2%	5%	0%	С	0.091	F	0.629	13000	G	2002
				To:		В	elt Blvd									

						City of	f Richmo	na								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		 2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Richmond				<u>.</u>		25 0.00	0 17 040	TTTGII	ZIIGII		rioui		1 dotoi			
			_	From:	40/		al Class Ch		201	_		_		.=		
161 Belt Blvd	0.69	4500	G	90%	1%	2%	2%	5%	0%	F	0.086	F	0.6	4700	G	2002
				To: From:			minal Ave									
161 Belt Blvd	0.98	6900	G	90%	1%	2%	2%	5%	0%	F	0.088	F	0.611	7200	G	2002
				To: From:			; Broad Rock Broad Rock									
161 10 Broad Rock Blvd	0.43	19000	G	95%	1%	2%	0%	0%	0%	F	0.084	F	0.742	20000	G	2002
(101) (10) = 101 = 101				To:			N RT 10			-		-	• • • • • • • • • • • • • • • • • • • •			
				From:			Broad Roo									
161 Belt Blvd	0.30	15000	G	96%	1%	2%	0%	1%	0%	С	0.084	F	0.537	15000	G	2002
<u> </u>				From:		US 3	360 Hull St	:								
(161) Belt Blvd	0.87	20000	G	96%	1%	2%	0%	1%	0%	F	0.086	F	0.563	21000	G	2002
				To: From:		US 60 M	1idlothian 7	npk								
(161) Westover Hills Boulevar	0.92	20000	G	98%	1%	1%	0%	1%	0%	С	0.087	F	0.575	21000	G	2002
				To		Fore	est Hill Ave									
(161) Westover Hills Blvd	0.40	14000	G	98%	1%	1%	0%	1%	0%	F	0.118	F	0.697	15000	G	2002
101)																
161 Nickel Bridge	0.90	16000	G	From: 99%	0%	0%	yn Byrd Ro	0%	0%	F	0.112	F	0.693	16000	G	2002
161 Nickel Bridge	0.90	10000	G	99 /0	0 76	0 70	0 /6	0 76	0 /0	•	0.112	•	0.093	10000	G	2002
Ded 5:	0.40	4 4000		From:	001		irley Lane	001	001		0.444		0.700	4 1000		0000
161 Park Drive	0.43	14000	G	99%	0%	0%	0%	0%	0%	С	0.114	F	0.703	14000	G	2002
				From:			tugby Rd									
( <sub>161</sub> )Blanton Ave	0.22	13000	G	99%	0%	0%	0%	0%	0%	F	0.106	F	0.681	13000	G	2002
				From:		(	Grant St		-							
(161) Boulevard	0.38	12000	G	98%	0%	1%	0%	0%	0%	С	0.099	F	0.601	13000	G	2002
				To:		SR 1	147 Cary St		<del></del> -							
(161)Boulevard	0.84	17000	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.545	17000	G	2002
(101)				To:		110 22.1		ad St								
(161) Boulevard	1.05	24000	G	From: 95%	1%	2%	JS 250 Broa 1%	1%	0%	С	0.084	F	0.635	26000	G	2002
161) Bodievard	1.00	2-000	J	5570	1 70	270		170	070	O	0.004	•	0.000	20000	J	2002
	0.40	4 4000	_	From:	40/	00/	I-95	-00/	- 00/		0.000	_	0.550	44000		
161 Boulevard	0.12	14000	G	94%	1%	2%	1%	2%	0%	F	0.092	F	0.556	14000	G	2002
				From:		Wes	stwood Ave									
(161) Hermitage Rd	1.27	9500	G	97%	0%	2%	0%	0%	0%	С	0.109	F	0.683	10000	G	2002
				To: From:			I-95									
(161) Hermitage Rd	0.20	16000	G	96%	0%	2%	0%	1%	0%	F	0.098	F	0.557	16000	G	2002
				To:		NCL	Richmond	ı								
North				From:		SR 195 D	owntown E	xpwy								
195)	0.48	14000	G	97%	0%	1%	0%	1%	0%	F	0.187	F		15000	G	2002
Combined	Traffic:	28000	G	97%	0%	1%	0%	1%	0%	F	0.135	F	0.723	30000	G	
				To: From:		SR 761	Powhite Pk	wv	L							
North	0.70	07000			00/				00/	_	0.450			44000		0000
Downtown Expressway	0.79	37000	A	97%	0%	1%	0%	1%	0%	С	0.156	A		41000	A	2002
Combined	ı rattıc:	/1000	G	97%	0%	1%	0%	1%	0%	С	0.080	Α		75000	G	
North				From:		Tho	ompson St									
195)	0.41	45000	G	97%	0%	1%	0%	1%	0%	F	0.129	F		50000	G	2002
Combined	Traffic:	93000	G	97%	0%	1%	0%	1%	0%	F	0.109	F	0.608	98000	G	
							IS 250 Broa									
North				From:						_		_			_	
195	0.45	41000	G	97%	0%	1%	0%	1%	0%	F	0.108	F		45000	G	2002
~	Troffice	89000	G	97%	0%	1%	0% Richmond	1%	0%	F	0.108	F		93000	G	
Combined	Hame.					NICI	Richmond	(								
	Trailic.			To: From:												
North			G	From:	0%	SCL	Richmond	l	0%	F	ი 108	F		45000	G	2002
	0.12	41000	G G		0% 0%				0% 0%	F F	0.108 0.108	F F		45000 93000	G G	2002

								KICHIII									
Route	Leng	jth A	AADT	QA	4Tire	Bus			uck 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
ity of Richmond					From:		CD 107	Laburnum	Avia	-							
orth	0.8	8 4	41000	N	97%	0%	1%	0%	1%	0%	N	0.108	N		45000	N	2002
195	Combined Traff		89000	N	97%	0%	1%	0%	1%	0%	N	0.108	N		93000	N	2002
	Combined Train	10.	03000	14	To:	0 70	1 70	I-95	1 /0	070	14	0.100	IN		33000	IN	
outh					From:		SR 195 D		Evnuar								
South	0.6	1 .	14000	G	97%	0%	1%	0%	1%	0%	F	0.199	F		14000	G	2002
195	Combined Traff		28000	G	97%	0%	1%	0%	1%	0%	F	NA	•		30000	G	2002
	Combined man	10. 2	20000	G	91 /0	0 70				0 /0	•	INA			30000	G	
outh					From:		SR 76 l	Powhite Pl	kwy	<del>-</del>							
Downtown E	xpressway 0.2	2 ;	35000	G	97%	0%	1%	0%	1%	0%	С	0.121	F		35000	G	2002
	Combined Traff	ic:	71000	G	97%	0%	1%	0%	1%	0%	С	NA			75000	G	
					To:		G	rove Ave									
outh		_		_	From:	201			401		_		_				
195)	0.6		48000	G	97%	0%	1%	0%	1%	0%	F	0.114	F		48000	G	2002
	Combined Traff	ic: 9	93000	G	97%	0%	1%	0%	1%	0%	F	NA			98000	G	
outh					To: From:		US 33 U	S 250 Bro	ad St	-							
outh 195	0.6	5 4	48000	G	97%	0%	1%	0%	1%	0%	F	0.1	F		48000	G	2002
193)	Combined Traff		89000	G	97%	0%	1%	0%	1%	0%	F	0.108	N		93000	G	
	Combined Train		00000	Ŭ	T	070				<del></del>	•	0.100	.,		00000	Ü	
outh					From:		NCL	Richmon	d								
195)	0.3	7 4	48000	G	97%	0%	1%	0%	1%	0%	F	0.1	F		48000	G	2002
	Combined Traff	ic: 8	89000	G	97%	0%	1%	0%	1%	0%	F	0.108	F		93000	G	
					To: From:		SCL	Richmon	d								
outh	0.0	7 .	40000	_		00/				00/	_	0.1	_		40000	0	2001
95	0.0		48000	G	97%	0%	1%	0%	1%	0%	F	0.1	F		48000	G	2002
	Combined Traff	IC: 8	89000	G	97%	0%	1%	0%	1%	0%	F	NA			93000	G	
outh					From:		SR 197	Laburnum	Ave	-							
95)	0.9	3 4	48000	N	97%	0%	1%	0%	1%	0%	Ν	0.1	Ν		48000	N	2002
33)	Combined Traff	ic: 8	89000	N	97%	0%	1%	0%	1%	0%	Ν	0.108	Ν		93000	Ν	
				••	To:	0,0	.,,	I-95	.,,	7,0	• •	01.00	•		00000	••	
orth					From:			I-95 S									
Downtown E	xpressway 1.0	2 '	12000	G	98%	0%	1%	0%	0%	0%	F	0.179	F		13000	G	2002
193)	Combined Traff			G	98%	0%	1%	0%	0%	0%	F	0.137	F	0.708	24000	G	
	Combined Train	10. 2		Ŭ	To:	0 70		o Canal St		070	•	0.107	•	0.700	24000	Ü	
orth					From:			to Canal									
<sub>195</sub> )Downtown E			19000	Α	98%	0%	1%	0%	0%	0%	Α	0.235	Α		22000	Α	2002
	Combined Traff	ic: 3	37000	Α	98%	0%	1%	0%	0%	0%	Α	0.155	Α	0.774	43000	Α	
					To:			SR 146									
orth	varaaa 0.0	7	0000	_	From:	00/			00/	00/	_	0.007	_		14000	_	0000
Downtown E			9600	G	98%	0%	1%	0%	0%	0%	F	0.237	F	0.000	11000	G	2002
	Combined Traff	ic: '	19000	G	98% To:	0%	1%	0%	0%	0%	F	0.146	F	0.822	20000	G	
								-195 N									
outh		_		_	From:	201		I-95 N	201	201	_		_		44000		
Downtown E			11000	G	98%	0%	1%	0%	0%	0%	F	0.099	F		11000	G	2002
	Combined Traff	ic: 2	23000	G	98%	0%	1%	0%	0%	0%	F	NA			24000	G	
outh					From:	•	Ramp	o Byrd St	reet								
Downtown E	xpressway 2.1	5 '	18000	Α	98%	0%	1%	0%	0%	0%	Α	0.249	Α		20000	Α	2002
100) = 00 L	Combined Traff		37000	A	98%	0%	1%	0%	0%	0%	Α	NA			43000	Α	_502
	Jonnamod Han					J /0			0 /0		,,	. 4/ 1			.5000	, ,	
outh					From:		;	SR 146									
	xpressway 0.2	4	9100	G	98%	0%	1%	0%	0%	0%	F	0.226	F		9500	G	2002
	,,p. 000 uj 0. <u>-</u>			G	98%	0%	1%	0%	0%	0%	F	NA			20000	G	
	Combined Traff	ic: '	19000	G	30 /0	0 /0	1 /0										
		ic: '	19000		To:	0 70		I-195 S									
		ic: ′	19000			070	]	I-195 S		1							
outh 195 Downtown E			19000  6500	G	To:	1%	]		1%	0%	С	0.112	F	0.711	6800	G	2002

2846 3-Adve							City of Richmo	na								
Cliny   Clin	Route	Length	AADT	QA	4Tire	Bus			2Trail	QC		QK		AAWDT	QW	Year
187  Westwood Ave	City of Richmond															
Samilars Ave		0.44	45000	_		40/			00/	_	0.44	_	0.740	45000	_	0000
187   Saunders Ave	197 Wesrwood Ave	0.11	15000	G		1%		1%	0%	F	0.11	F	0.719	15000	G	2002
197   Laburnum Ave																
137  Labumum Ave	107 Saunders Ave	0.41	8900	G	97%	1%		1%	0%	F	0.108	F	0.758	9200	G	2002
197  Labumum Ave	197) Gaarrage 7 110	• • • • • • • • • • • • • • • • • • • •	-	•	_	.,,		.,,	7,0	•	000	•	000	0200	•	
197   Labumum Ave					From:											
Sample   S	197) Laburnum Ave	0.15	18000	G	97%	0%	2% 0%	1%	0%	F	0.108	F	0.781	18000	G	2002
197 Labumum Ave 0.35 20000 G 97% 0% 2% 0% 1% 0% F 0.02 F 0.712 20000 G 2 197 Labumum Ave 0.62 18000 G 97% 0% 2% 0% 1% 0% F 0.098 F 0.713 18000 G 2 197 Labumum Ave 0.62 18000 G 97% 0% 2% 0% 1% 0% F 0.098 F 0.713 18000 G 2 197 Labumum Ave 0.22 17000 G 97% 0% 2% 0% 1% 0% F 0.098 F 0.714 17000 G 2 197 Labumum Ave 0.22 17000 G 97% 0% 2% 0% 1% 0% F 0.098 F 0.714 17000 G 2 197 Labumum Ave 0.22 17000 G 97% 0% 1% 0% 1% 0% 1% 0% F 0.098 F 0.744 17000 G 2 197 Labumum Ave 0.22 17000 G 97% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 0% 1% 0% 0% 1% 0% 0% 1% 0% 0% 1% 0% 0% 1% 0% 0% 1% 0% 0% 0% 0% 0% 0% 0% 0					To:		Pasadala Ava									
Second St   Seco	107 Laburnum Ave	0.35	20000	G		0%		1%	0%	F	0 102	F	0.712	20000	G	2002
197 Labumum Ave	197) Labamam 7 We	0.00	20000	Ū	01 70	070	270 070	170	070	•	0.102	•	0.7 12	20000	O	2002
Blook Read															_	
187 Labumum Ave	197 Laburnum Ave	0.62	18000	G	97%	0%	2% 0%	1%	0%	F	0.098	F	0.713	18000	G	2002
197   Labumum Ave					To:		Brook Road									
Chamberlayne Ave   Checkmond	197 Laburnum Ave	0.22	17000	G	97%	0%		1%	0%	F	0.096	F	0.744	17000	G	2002
See   Bread St   0.04   29000   G   97%   1%   1%   0%   1%   0%   F   0.091   F   0.561   32000   G   2	187						Chamberlayne Av	/e								
Second St					From:				1							
Second St   0.08   25000   G   97%   1%   1%   0%   1%   0%   F   0.084   F   0.587   31000   G   20000   G   97%   1%   1%   0%   1%   0%   F   0.084   F   0.587   31000   G   20000   G   97%   1%   1%   0%   1%   0%   1%   0%   F   0.081   F   0.587   31000   G   20000   G   97%   1%   1%   0%   1%   0%   1%   0%   F   0.081   F   0.588   28000   G   20000   G   97%   1%   1%   0%   1%   0%   1%   0%   F   0.081   F   0.587   26000   G   20000   G   97%   1%   1%   0%   1%   0%   F   0.081   F   0.588   28000   G   20000   G	and Broad St	0.04	20000	G		10/			Ω%	_	0.001	_	0.561	32000	G	2002
1	250 Broad St	0.04	29000	G		1 /0			0 /0	ı	0.091		0.501	32000	G	2002
250 33 Broad St						H										
Malvem Ave   Malvem Ave   Malvem Ave   Shepard St   1,97   29000   G   97%   1%   1%   1%   0%   1%   0%   F   0.084   F   0.587   31000   G   2	250 (22) Broad St	0.79	28000	Δ					0%	C	0 107	Δ	0.553	30000	Α	2002
250) 33) Broad St	250) (33) Broad of	0.70	20000	^	01 70	1 70	170 070	170	070	O	0.107	,,	0.000	00000	,,	2002
Sheppard St   250   33   Broad St   0.38   26000   G   97%   1%   1%   0%   1%   0%   F   0.081   F   0.508   28000   G   2   250   33   Broad St   0.94   24000   G   97%   1%   1%   0%   1%   0%   F   0.081   F   0.557   26000   G   2   250   Broad St   0.08   25000   G   97%   1%   1%   0%   1%   0%   F   0.081   F   0.548   27000   G   2   2   2   2   2   2   2   2   2	~~~											_				
250) 33 Broad St	250 } { 33 } Broad St	0.97	29000	G	97%	1%	1% 0%	1%	0%	F	0.084	F	0.587	31000	G	2002
250) 33 Broad St	<del></del>				To		Sheppard St									
SR 339   Terminal Place   SR 359   Terminal Place   Terminal Place   SR 359   Terminal Place   SR 359   Terminal Place	250 (33) Broad St	0.38	26000	G		1%		1%	0%	F	0.081	F	0.508	28000	G	2002
250) Broad St	230) (33) 2. 660 61	0.00		•		.,,				•	0.00	•	0.000		•	
SR 33 Par Harrison St   SR 34 Par	~~~											_			_	
Second St   Seco	250 () 33 (Broad St	0.94	24000	G	97%	1%	1% 0%	1%	0%	F	0.081	F	0.557	26000	G	2002
Second St	<del>*</del> *				To: From:		SR 33 Par Harrison	St								
Combined Traffic: 33000 G 97% 1% 2% 0% 1% 0% F 0.081 F 0.548 35000 G  250 Broad St 0.76 17000 G 97% 1% 1% 1% 0% 1% 0% F 0.079 F 0.584 19000 G 2  250 Broad St 0.38 19000 G 97% 1% 1% 0% 1% 0% F 0.078 F 0.509 20000 G 2  250 Broad St 0.38 21000 G 97% 1% 1% 0% 1% 0% F 0.095 F 0.674 23000 G 2  250 Broad St 0.49 14000 G 97% 1% 1% 0% 1% 0% F 0.095 F 0.674 23000 G 2  250 Broad St 0.49 14000 G 97% 1% 1% 0% 1% 0% F 0.095 F 0.674 23000 G 2  250 Broad St 0.13 9800 G 97% 1% 1% 0% 1% 0% F 0.095 F 0.674 23000 G 2  250 Broad St 0.13 9800 G 97% 1% 1% 0% 1% 0% F 0.095 F 0.674 23000 G 2  250 Broad St 0.13 9800 G 97% 1% 1% 2% 1% 0% F 0.090 F 0.734 15000 G 2  250 Broad St 0.13 9800 G 97% 1% 2% 1% 0% 0% F 0.090 F 0.734 15000 G 2  250 Broad St 0.13 9800 G 94% 1% 2% 1% 0% 0% F 0.091 F 0.537 28000 G 2  250 Broad St 0.13 9800 G 94% 1% 2% 1% 2% 0% F 0.079 F 0.537 28000 G 2  250 Broad St 0.13 9800 G 94% 1% 2% 1% 2% 0% F 0.075 F 0.584 27000 G 2  250 Broad St 0.13 9800 G 94% 1% 2% 1% 2% 0% F 0.075 F 0.584 27000 G 2  250 Broad St 0.13 9800 G 94% 1% 2% 0% 1% 0% F 0.075 F 0.584 27000 G 2	250 Broad St	0.08	25000	G		1%	1% 0%	1%	0%	F	0.081	F	0.548	27000	G	2002
US 33 Hancock St   US 36 Hall St   US 36 Hall St   US 30 Hall St   US 3		Traffic:	33000	G	97%	1%	2% 0%	1%	0%	F	0.081	F	0.548	35000	G	
250 Broad St	00			•	- F	. , ,				•	0.00	•	0.0.0	00000	•	
250   Broad St   0.38   1900   G   97%   1%   1%   0%   1%   0%   F   0.078   F   0.509   2000   G   2	~~	0.70	47000	_		40/			00/	_	0.070	_	0.504	40000		0000
250 Broad St  0.38 19000 G 97% 1% 1% 0% 1% 0% F 0.078 F 0.509 20000 G 2  250 Broad St  0.38 21000 G 97% 1% 1% 0% 0% 1% 0% F 0.095 F 0.674 23000 G 2  250 Broad St  0.49 14000 G 97% 1% 1% 0% 0% 1% 0% F 0.090 F 0.734 15000 G 2  250 Broad St  0.13 9800 G 97% 1% 1% 2% 1% 0% 0% 0% F 0.090 F 0.734 15000 G 2  250 Broad St  0.13 9800 G 97% 1% 2% 1% 0% 0% 0% F 0.090 F 0.721 10000 G 2  250 Broad St  0.13 9800 G 97% 1% 2% 1% 0% 0% 0% F 0.09 F 0.721 10000 G 2  250 Broad St  0.13 9800 G 97% 1% 2% 1% 0% 0% 0% F 0.09 F 0.721 10000 G 2  250 Broad St  0.13 9800 G 97% 1% 2% 1% 0% 0% 0% F 0.09 F 0.721 10000 G 2  250 Broad St  0.13 9800 G 97% 1% 2% 1% 2% 0% F 0.09 F 0.721 10000 G 2  250 Broad St  0.13 9800 G 97% 1% 2% 1% 2% 0% F 0.079 F 0.537 28000 G 2  250 Broad St  0.13 9800 G 94% 1% 2% 1% 2% 0% F 0.079 F 0.537 28000 G 2  250 Broad St  0.14 th St  1000 G 94% 1% 2% 1% 2% 0% F 0.079 F 0.537 28000 G 2  250 Broad St  0.14 th St  1000 G 94% 1% 2% 1% 2% 0% F 0.079 F 0.537 28000 G 2  250 Broad St  1000 G 94% 1% 2% 1% 2% 0% F 0.079 F 0.537 28000 G 2  250 Broad St  1000 G 94% 1% 2% 1% 2% 0% F 0.079 F 0.537 28000 G 2  250 Broad St  1000 G 94% 1% 2% 1% 2% 0% F 0.079 F 0.537 28000 G 2  250 Broad St  1000 G 94% 1% 2% 0% 1% 0% F 0.079 F 0.537 28000 G 2  250 Broad St  1000 G 94% 1% 2% 0% 1% 0% F 0.079 F 0.537 28000 G 2  250 Broad St  1000 G 94% 1% 2% 0% 1% 0% F 0.079 F 0.537 28000 G 2  250 Broad St  1000 G 94% 1% 2% 0% 1% 0% F 0.079 F 0.537 28000 G 2  250 Broad St  1000 G 94% 1% 2% 0% 1% 0% F 0.079 F 0.537 28000 G 2  250 Broad St  1000 G 94% 1% 2% 0% 1% 0% 0% F 0.079 F 0.537 28000 G 2  250 Broad St  250 B	250 Broad St	0.76	17000	G	97%	1%	1% 0%	1%	0%	F	0.079	F	0.584	19000	G	2002
Seminable   Semi					To: From:		2nd St		-							
Sth St   St   St   St   St   St   St	250 Broad St	0.38	19000	G		1%	1% 0%	1%	0%	F	0.078	F	0.509	20000	G	2002
250 Broad St					To:		0+h C+									
SCL Richmond   St	Prood St	U 38	21000	G		10/		10/_	Ω0/-	_	0.005	_	0.674	23000	G	2002
SCL Richmond   SCL Richmond   Solution   S	250 Bload St	0.30	21000	G	91 /0	1 /0	170 070	1 /0	0 /0	ı	0.095		0.074	23000	G	2002
US 60, 21st St   US 6					From:		14th St									
250 Broad St 0.13 9800 G 97% 1% 2% 1% 0% 0% F 0.09 F 0.721 10000 G 2    SCL Richmond   SCL Richm	250 Broad St	0.49	14000	G	97%	1%	1% 0%	1%	0%	F	0.090	F	0.734	15000	G	2002
250 Broad St 0.13 9800 G 97% 1% 2% 1% 0% 0% F 0.09 F 0.721 10000 G 2    SCL Richmond   SCL Richm	~				To:		US 60 21st St									
SCL Richmond   SCL	250 Broad St	0.13	9800	G		1%		0%	0%	F	0.09	F	0 721	10000	G	2002
SCL Richmond   Sch	200 21000 01	0.10	2200	•		. /0		J /0	- 70	•	0.00	•	0.721	10000	_	_002
301 1 Jefferson Davis H 2.13 27000 G 94% 1% 2% 1% 2% 0% F 0.079 F 0.537 28000 G 2  301 1 Jefferson Davis H 0.86 17000 A 94% 1% 2% 1% 2% 0% A 0.091 A 0.55 18000 A 2  301 1 Jefferson Davis H 1.01 24000 G 94% 1% 2% 1% 2% 0% F 0.075 F 0.584 27000 G 2  301 1 Cowardin Ave 0.39 24000 G 96% 1% 2% 0% 1% 0% F 0.082 F 0.624 27000 G 2  301 1 Lee Bridge 0.76 39000 G 96% 1% 2% 0% 1% 0% C 0.091 F 0.617 44000 G 2																
Bellmeade Rd   301   1   Jefferson Davis H   0.86   17000   A   94%   1%   2%   1%   2%   0%   A   0.091   A   0.55   18000   A   2   2   2   2   2   2   2   2   2	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	0.40	0=000	_		401		C0.	601	_	0.0=0	_	0.505	00000	_	0000
301 1 Jefferson Davis H 0.86 17000 A 94% 1% 2% 1% 2% 0% A 0.091 A 0.55 18000 A 2    To	301 / 1 / Jefferson Davis H	2.13	2/000	G	94%	1%	2% 1%	2%	υ%	F	0.079	F	0.537	28000	G	2002
301 1 Jefferson Davis H 0.86 17000 A 94% 1% 2% 1% 2% 0% A 0.091 A 0.55 18000 A 2    To	~ ~				To-		Bellmeade Rd									
Hopkins Rd   Hop	301 1 Jefferson Davis H	0.86	17000	Α		1%		2%	0%	Α	0.091	Α	0.55	18000	Α	2002
301 1 Jefferson Davis H 1.01 24000 G 94% 1% 2% 1% 2% 0% F 0.075 F 0.584 27000 G 2  10					To											
Semmes Ave   301   1   Cowardin Ave   0.39   24000   G   96%   1%   2%   0%   1%   0%   F   0.082   F   0.624   27000   G   2   2   2   2   2   2   2   2   2	loffersen Desir II	1.04	24000			10/	•	20/	00/		0.075	г	0.504	27000		2000
301 1 Cowardin Ave 0.39 24000 G 96% 1% 2% 0% 1% 0% F 0.082 F 0.624 27000 G 2	301 1 Jeiterson Davis H	1.01	<b>24000</b>	G	94%	1%	2% T%	∠%	υ%	F	0.075	Г	0.584	2/000	G	2002
301 1 Cowardin Ave 0.39 24000 G 96% 1% 2% 0% 1% 0% F 0.082 F 0.624 27000 G 2					To: From:		US 360 Hull St									
301 1 Lee Bridge 0.76 39000 G 96% 1% 2% 0% 1% 0% C 0.091 F 0.617 44000 G 2	301 1 Cowardin Ave	0.39	24000	G		1%		1%	0%	F	0.082	F	0.624	27000	G	2002
301 1 Lee Bridge 0.76 <b>39000 G</b> 96% 1% 2% 0% 1% 0% C 0.091 F 0.617 44000 G 2																
To 2nd St		0.70	20000		From:	40/		40/	00/	^	0.004	_	0.047	44000		2022
	301 1 Lee Bridge	0.76	39000	G	96%	1%	2% U%	1%	υ%	Ċ	0.091	F	0.617	44000	G	2002
					To: From:		2nd St									
301 () 1 (Beividere 5)	301 1 Belvidere St	0.92	33000	G	96%	1%	2% 0%	1%	0%	F	0.087	F	0.618	38000	G	2002
To: Franklin St																

Route City of Richmond															
City of Dishmond	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle	ruck e 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
ALV OF KICHHOHO				From:											
301 1 Belvidere St	0.15	44000	G	96%	1%	Franklin St 2% 0%	1%	0%	F	0.080	F	0.575	50000	G	2002
301)				To		US 250 Broad									
301 1 Belvidere St	0.40	35000	G	96%	1%	2% 0%	1%	0%	F	0.083	F	0.611	39000	G	2002
				To: From:		Chamberlayne A									
301 1 Chamberlayne	Av 1.02	23000	G	96%	1%	Belvidere St 2% 0%	1%	0%	С	0.077	F	0.590	26000	G	2002
301 Chamberlayne	1.02	20000	Ŭ	To:	1 /0				Ü	0.011	•	0.000	20000	Ü	2002
301 1 Chamberlayne	Av 0.31	24000	G	From: 96%	1%	Edge Hill Ro	1%	0%	F	0.077	F	0.615	27000	G	2002
301 Chamberlayne	0.01	2.000		To	170				•	0.077	•	0.010			2002
301 1 Chamberlayne	Av 0.86	17000	G	95%	1%	Brookland Park	1%	0%	С	0.086	F	0.592	19000	G	2002
301) (1) *********************************				To							-				
301 1 Chamberlayne	Av 0.26	14000	G	96%	1%	Laburnum Av	1%	0%	F	0.081	F	0.578	16000	G	2002
301) (1)				To											
301 1 Chamberlayne	Av 0.94	16000	G	96%	1%	Claremont Av	1%	0%	С	0.088	F	0.577	18000	G	2002
301) (1) *********************************				To							-				
301 Chamberlayne Ave	0.04	14000	G	95%	1%	Azalea Ave	2%	0%	F	0.089	F	0.516	15000	G	2002
301)				To:	.,,	NCL Richmon			-		-				
				From:	SR 150 C	Chippenham Pkwy;	WCL Rich	mond							
360 Hull Street Rd	0.61	27000	G	97%	1%	2% 0%	0%	0%	F	0.105	F	0.705	27000	G	2002
<del>~</del>				To: From:		Hey Rd		1							
360 Hull Street Rd	2.18	26000	G	97%	1%	2% 0%	0%	0%	F	0.095	F	0.697	27000	G	2002
<del>~</del>				To: From:		SR 161 Belt B	lvd								
360 Hull St	0.18	21000	G	97%	1%	2% 0%	0%	0%	F	0.092	F	0.678	21000	G	2002
<del>~</del>				To: From:		Mcguire Dr		1							
360 Hull St	1.05	17000	G	97%	1%	2% 0%	0%	0%	F	0.079	F	0.7	17000	G	2002
<i></i>				To: From:		Midlothian Tn	pk								
360)	0.54	22000	Α	97%	1%	2% 0%	0%	0%	С	0.087	Α	0.605	23000	Α	2002
<del>~</del>				To: From:		US 1 Jefferson Day	ris Hwy	}							
360 Hull St	0.55	16000	G	97%	1%	2% 0%	0%	0%	F	0.088	F	0.677	16000	G	2002
<u> </u>				To: From:		Commerce R	d								
360 Hull St	0.37	21000	G	97%	1%	2% 0%	0%	0%	F	0.091	F	0.541	21000	G	2002
<del>~</del>				To: From:		1st St		-							
360 Mayo Bridge	0.51	22000	G	97%	1%	2% 0%	0%	0%	F	0.092	F	0.539	23000	G	2002
<del>~</del>				To: From:		Dock St									
360 14th St	0.08	18000	G	97%	1%	2% 0%	0%	0%	F	NA			18000	G	2002
<u> </u>				To: From:		US 60 Cary S	St								
360 14th St	0.08	18000	N	97%	1%	2% 0%	0%	0%	Ν	NA			18000	Ν	2002
<del>~</del>				To: From:		US 60 Par, Mai	n St								
360 Main St	0.30	16000	G	97%	1%	14th St 2% 0%	0%	0%	F	0.078	F	0.584	16000	G	2002
300)	0.00		•	To:	.,,	18th St	0,0		•	0.0.0	•	0.00	.0000	Ū	
~~				From:		US 60 Main S			_						
360 18th St	0.14	7600	G	97%	1%	2% 0%	0%	0%	F	0.091	F	0.781	7800	G	2002
~~				From:		Grace St			_	• • •					
360 18th St	0.75	4100	G	97%	1%	2% 0%	0%	0%	F	0.149	F		4200	G	2002
Combin	ned Traffic:	9500	G	97% To:	1%	2% 0% Balding St	0%	0%	F	0.111	F		9700	G	
				From:		18th St									
	0.03	4100	N	97%	1%	2% 0%	0%	0%	Ν	0.149	Ν		4200	Ν	2002
360 Balding St				97%	1%	2% 0%	0%	0%	Ν	0.111	Ν		9700	N.I	
,	ned Traffic:	9500	N		1 /0		0 /0	0 70	IN	0.111	IN		9700	N	
,	ned Traffic:	9500	N	To:	1 /0	17th St	070		IN	0.111	IN		9700		
360 Balding St  Combin  360 17th St	ned Traffic: 0.19	9500	N G		1%		0%	0%	F	0.111	F	0.636	9200	G	2002

						City of Richmo	ond								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Richmond															
(360) Fairfield Way	0.54	6800	G	97%	1%	17th St 2% 0%	0%	0%	F	0.117	F	0.853	7000	G	2002
$\hookrightarrow$				To: From:		Mechanicsville T									
(360) Mechanicsville Tnpk	0.44	14000	G	97%	1%	Fairfield Way	0%	0%	F	0.095	F	0.668	14000	G	2002
300				To:		I-64			-		-				
360 Mechanicsville Tnpk	0.25	38000	G	97%	0%	1% 0%	1%	0%	F	0.091	F	0.649	39000	G	2002
300				To:		ECL Richmon			-		-				
				From:		US 360; 18th S	St								
(3 <sub>β</sub> 0) Grace St	0.06	2500	G	97%	1%	2% 0%	0%	0%	F	0.123	F	0.947	2500	G	2002
	ned Traffic:	0	G							NA			0	G	
				To: From:		17th St									
(360) 17th St	0.08	3900	G	97%	1%	Grace St 2% 0%	0%	0%	F	0.106	F		4000	G	2002
Combi	ned Traffic:	8000	G	97%	1%	2% 0%	0%	0%	F	NA	•		8200	G	2002
Combi	nea mamo.	0000	•	Ta:	170			070	•	147 (			0200	Ü	
260 17th St	0.68	5400	G	97%	1%	US 250 Broad 5	0%	0%	F	0.127	F		5500	G	2002
360 17th St	ned Traffic:	9500	G	97%	1%	2% 0%	0%	0%	F	NA	'		9700	G	2002
Combi	iou manio.	5500	3	To:	1 /0	Balding St	U /U	3 /0	•	11/7			3700	J	
				From:		Hull St		ĺ							
1 Bryce Ln	1.02	2800	G			Tiun St				0.09	F	0.567	2900	G	2002
				To:		Broad Rock Ro	d								
				From:		Hull St		1							
2 Orcutt Ln	1.24	3200	G							0.101	F	0.523	3300	G	2002
				To:		Broad Rock Ro	d								
				From:		Walmsley Blv	d								
3 Clearfield St	0.78	430	G							0.127	F	0.566	450	G	2002
				To: From:		Orcutt Lane									
3 Clearfield St	0.31	NA		From:						NA			NA		
				To:		Bryce Lane									
				From:		Jeff Davis Hw	У								
(4) Royall Ave	0.66	2200	G							0.103	F	0.583	2300	G	2002
				To:		Commerce Ro	l								
_				From:		Dale Ave									
5 Lynhaven Ave	1.96	750	G							0.118	F	0.587	780	G	2002
				To:		Royall Ave									
				From:		US 1									
( 6 ) Dale Ave	0.10	340	G	_						0.100	F	0.546	360	G	2002
				To:		Lynhaven Ave									
O 0 11 171			_	From:		Walmsley Blv	d				_				
7 Castlewood Rd	0.83	3100	G							0.087	F	0.727	3300	G	2002
<u> </u>				To: From:		Bells Rd									
7 Castlewood Rd	0.45	2400	G	-						0.091	F	0.520	2500	G	2002
				To		Ruffin Rd									
O 5 % 5 ·			_	From:	401	Castlewood Ro			_	0.0	_	0 == :	0=6=		
8 Ruffin Rd	0.03	2600	G	95%	1%	2% 0%	1%	0%	F	0.087	F	0.524	2700	G	2002
				To- From:		Jeff Davis Hw									
(8) Ruffin Rd	0.75	3800	G	95%	1%	2% 0%	1%	0%	С	80.0	F	0.524	3900	G	2002
				To:		Commerce Ro	l								
O			_	From:		Belmont Rd					_				
(9) W. Belmont Rd	0.32	830	G	95%	2%	2% 1%	0%	0%	С	0.097	F	0.529	860	G	2002
				To:		Iron Bridge Ro	1								
<u> </u>			_	From:	401	Carnation St	001	001	_	0.005	_	0.500		_	0000
(10) Hioaks Rd	0.46	7400	G	96%	1%	3% 0%	0%	0%	С	0.086	F	0.566	7700	G	2002
				To:		Jahnke Rd									

						Oity of Ptioriffio									
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle				Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Richmond															
(11) Carnation St	0.60	6600	G	97%	1%	US 60 2% 0%	0%	0%	С	0.095	F	0.587	6000	G	2002
(11) Carnation St	0.68	0000	G	97 70 To:	1 70	Hioake Rd	U70	0%	C	0.095	г	0.567	6900	G	2002
				From:		Hobbyhill Rd		I							
12 Traylor Dr	0.97	330	G	98%	0%	1% 1%	0%	0%	F	0.166	F	0.705	350	G	2002
12)	0.0.		_	To:	0,0	Cherokee Rd	0,0	7,5	•	01.00	•	000			
				From:		Old Gun Rd									
13 Duryea Dr	1.01	1000	G	98%	0%	1% 1%	0%	0%	F	0.103	F	0.592	1000	G	2002
				To:		Old Field Dr									
				From:		Duryea Dr									
(14) Old Field Dr	80.0	550	G	98%	0%	1% 1%	0%	0%	F	0.118	F	0.576	570	G	2002
				To:		Westgate Dr									
$\sim$				From:		Huguenot Rd									
(15) Old Gun Rd	1.09	2200	G	98%	0%	1% 1%	0%	0%	С	0.09	F	0.563	2300	G	2002
				To:		WCL Richmond									
Otrotfood Dd	4.40	000	_	From:	40/	Forest Hill Ave		00/	_	0.445	_	0.504	000	_	0000
16 Stratford Rd	1.12	260	G	96%	1%	2% 0%	0%	0%	С	0.115	F	0.581	280	G	2002
O 21 15 15 1				From:		Chippenham Pkw								_	
16) Stratford Rd	0.66	230	G	95% To:	1%	2% 1%	1%	0%	С	0.126	F	0.567	240	G	2002
						Cherokee Rd									
17) DMV Dr	0.22	4000	G	97%	1%	Leigh St 1%	0%	0%	С	0.094	F	0.505	4200	G	2002
17) DMV Dr	0.22	4000	G	97 70 To:	1 70	Broad St	U70	0%	C	0.094	Г	0.505	4200	G	2002
				From:											
18) Forest Hill Ave	0.38	4600	G	97%	1%	Semmes Ave	0%	0%	F	0.111	F	0.696	4800	G	2002
18 Forest Hill Ave	0.00	1000	•	To:	170	Broad Rock Rd		070	•	0.111	·	0.000	1000	Ŭ	2002
				From:		North Ave		i							
20) Poe St	0.05	4400	G	97%	1%	1% 1%	0%	0%	F	0.089	F	0.57	4600	G	2002
				To:		Monteiro Ave									
O B 01	0.44			From:		Barton Ave									
20 Poe St	0.11	NA		To:		127 21 Montaire	l vo			NA			NA		
				From:		127-21 Monteiro A									
21 Monteiro Ave	0.25	NA		From:		127-22 Fritz St				NA			NA		
21 Monteiro Ave	0.25	IVA		To:		127-20 Poe St		1		INA			INA		
				From:		Leigh St									
22) 1st Street	0.73	5300	G	97%	1%	1% 1%	0%	0%	F	0.090	F	0.534	5500	G	2002
22) 101 011001	00		_	To:	.,,	Fritz St	0,0	7,0	•	0.000	•	0.00	0000		
				From:		Canal St									
(43) 8Th St	0.22	13000	G	97%	1%	1% 1%	0%	0%	F	0.134	F		14000	G	2002
				To: From:		Broad St									
(43) 8Th St	0.32	12000	G	97%	1%	1% 1%	0%	0%	F	0.106	F		12000	G	2002
<u></u>				To:		Leigh St									
				From:		Canal St							-		
(44) 7Th St	0.84	9400	G							0.126	F		9800	G	2002
				To:		SBL I-95									
				From:		Broad St									
45) 5th St	0.41	11000	G	99%	0%	0% 1%	0%	0%	F	NA			11000	G	2002
				To:		I-95									
				From:		Functional Class Ch	ange								
46) 4th St	0.64	1500	G							0.152	F		1600	G	2002
$\mathcal{O}_{\mathcal{I}}$				To: From:		Jackson St									
46) 4Th Street	0.24	NA				Jackson Street				NA			NA		
46) 4Th Street	0.24	177		To:		127-7609; 5Th Str	eet			11/7			INA		
						1002, 211130									

Route   Carry   AADT   QA   4Tria   Bus   Carry   Ca							City of Ri	chmond								
Age   Series   Age   A	Route	Length	AADT	QA	4Tire	Bus			il 2Trail	QC		QK		AAWDT	QW	Year
## 1	City of Richmond				-											
1985   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986   1986	3rd St	U 83	4300	G	From:		Cana	l St		j	0 150	E		4500	G	2002
48  2nd St	47) 310 31	0.03	4300	G	To:		I-9	5		1	0.159	•		4500	G	2002
48  2nd St   0.28   8100   G   69%   0%   0%   0%   0%   0%   0					From:					1						
Square Si	2nd St	0.28	8100	G					0%	C	NA			8300	G	2002
### Sharehall St	40) = 01	0.20	0.00	•	T	0,0			0,70	1				0000		
Age   2nd St	2nd St	0.33	E200	G	From:		Spruc	e St			0.146		0.044	5500	G	200
## Che St	48) 2110 31	0.23	5500	G						-	0.140	'	0.944	3300	G	2002
Clark St	O 0 101	0.45		_	From:		SR 147	Cary St			0.005	_		5500	_	200
Caual St	(48) 2nd St	0.45	5300	G	To		Cl	- C4	1	1	0.095	F		5500	G	2002
49 Adams St																
Capital St	O 4.1 01	0.54	0400	_	From:		Cana	l St			0.000	_	0.570	0000	_	000
Chamberlayne Pkwy	(49) Adams St	0.54	2100	G	To		T . 1	C.	1	1	0.098	F	0.573	2200	G	2002
Second St							Leigi	ı St								
Bichidare St				_	From:		Leigl	n St							_	
STATE   STAT	(50) Chamberlayne Pkwy	0.44	6300	G						1	0.095	F		6600	G	2002
Second St   0.76   4100   G   1/100   G										<u> </u>						
Bebuders St	<u> </u>			_	From:		9Th	St		J		_				
Second	(51) Canal St	0.76	4100	G	<sub>7.</sub>			G:		1	0.134	F		4300	G	200
Second Principal Ave   0.76										<u> </u>						
ST   ST   ST   ST   ST   ST   ST   ST	<u></u>									]						
ST   ST   ST   ST   ST   ST   ST   ST	(52) Marshall St	0.93	6700	G	_	1%			1%	C	NA			6900	G	200
Solution										<u> </u>						
Second Polymer Red   Second	<u> </u>			_											_	_
Strict   S	(53) Clay St	0.13	570	G	_	1%			0%	F	0.120	F		590	G	2002
54 Clay St 0.05 2500 G 96% 1% 2% 1% 1% 0% F 0.127 F 0.762 2600 G 2001  55 Jackson St 0.05 11000 G 96% 1% 2% 1% 1% 0% F 0.108 F 0.785 12000 G 2001  55 Jackson St 0.05 11000 G 96% 1% 2% 1% 1% 0% F 0.108 F 0.785 12000 G 2001  58 Th St					To:		4Th	St		<u> </u>						
ST   ST   ST   ST   ST   ST   ST   ST	<u> </u>										_		_			
Trans   Tran	( <sub>54</sub> ) Clay St	0.05	2500	G		1%			0%	, F	0.127	F	0.762	2600	G	200
ST   ST   ST   ST   ST   ST   ST   ST					Io:		9Th	St								
STh St   Story Point Pkwy   0.22   NA     STh St   STory   STh Street   STh St   STory   STh Street   STH	$\sim$															
SR 10	( <sub>55</sub> ) Jackson St	0.05	11000	G		1%			0%	, F	0.108	F	0.785	12000	G	2002
Story Point Pkwy   0.22 NA   To   Dead End   NA   NA   NA   NA   NA   NA   NA   N					To:		8Th	St								
Terminal Ave   0.76 NA	<u> </u>				From:		Ent. To Phys	ician Office								
SR 10	(58) Stony Point Pkwy	0.22	NA							-	NA			NA		
Terminal Ave 0.76 NA					To:		Dead	End								
Tree   SR 161   SCL Richmond   Free   SCL Richmond   Free   SCL Richmond   SCL Richmond   Free   Fr	_				From:		SR	10								
Tool   SR 161   SCL Richmond   SCL	(59) Terminal Ave	0.76	NA							-	NA			NA		
Tool   Hopkins Rd   0.55   5300   G   96%   1%   2%   1%   1%   0%   F   0.104   F   0.703   5500   G   2003					To:		SR	61								
Topic   Walmsley Blvd   Terminal Ave   Terminal A							SCL Ric									
Total   Hopkins Rd   1.34   11000   G   96%   1%   2%   1%   1%   0%   C   0.100   F   0.693   10000   G   20000	(7505) Hopkins Rd	0.55	5300	G	96%	1%	2%	1% 1%	0%	F	0.104	F	0.703	5500	G	2002
Tools   Hopkins Rd   Tools					To:		Walmsle	y Blvd		<b>—</b>						
Terminal Ave   Term	7505) Hopkins Rd	0.98	9800	G	96%	1%			0%	С	0.100	F	0.693	10000	G	200
Tools   Hopkins Rd										<b></b>						
Holly Spring Ave   Holly Sprin	Hopkins Rd	1 34	11000	G	From: 96%	1%			<b>0%</b>	F	0.091	F	0.689	11000	G	200
Hopkins Rd   0.69   11000   G   96%   1%   2%   1%   1%   0%   F   0.09   F   0.671   11000   G   2000	(2002) Hopkins Ita	1.04		5	0070	1 /0			0 /0	, '	0.001	'	0.000	11000	J	200
To Jeff Davis Hwy    From	O Hankina Dd	0.00	44000	_		40/			00/		0.00		0.074	44000		000
7509) Broad Rock Rd 0.38 7900 G 96% 1% 2% 0% 0% 0% 0% F 0.112 F 0.746 8300 G 2000 From Broad Rock Rd	(7505) Hopkins Ra	0.69	11000	G		1%			0%	1	0.09	F	0.6/1	11000	G	200
Promote Transport Promote Tran																
To Forest Hill Ave Broad Rock Rd  7509 Bainbridge St  0.67 8200 G  96% 1% 2% 0% 0% 0% C  0.116 F  0.744 8600 G  2003  100	O D . ID . D .	0.00	=0.00	_		407			221	] _	0.445	_	0 =	0000	•	
Prom:   Broad Rock Rd	(7509) Broad Rock Rd	0.38	7900	G	_	1%			0%	F 1	U.112	F	0.746	8300	G	200
Bainbridge St 0.67 8200 G 96% 1% 2% 0% 0% 0% C 0.116 F 0.744 8600 G 2000 G 96% 1% 2% 0% 1% 0% F 0.118 F 0.759 9700 G 2000 G 96% 1% 2% 0% 1% 0% F 0.112 F 0.684 11000 G 2000 G 200																
7509 Bainbridge St 0.06 9300 G 96% 1% 2% 0% 1% 0% F 0.118 F 0.759 9700 G 2000 G 2000 Bainbridge St 0.14 10000 G 96% 1% 2% 0% 1% 0% F 0.112 F 0.684 11000 G 2000 G 2	7500 Bainbridge St	0.67	8200	G		1%			0%	. C	0 116	F	0 744	8600	G	200
7509) Bainbridge St 0.06 9300 G 96% 1% 2% 0% 1% 0% F 0.118 F 0.759 9700 G 200.  7509) Bainbridge St 0.14 10000 G 96% 1% 2% 0% 1% 0% F 0.112 F 0.684 11000 G 200.	7509 Dalibridge of	0.07	0200	5	0070	1 /0			0 /0		0.110	'	0., 44	0000	J	200
7509) Bainbridge St 0.14 <b>10000 G</b> 96% 1% 2% 0% 1% 0% F 0.112 F 0.684 11000 G 2000	O Deire Co	2.22	0000	_		401			221		0.410	_	0.750	0700		222
(7509) Bainbridge St 0.14 <b>10000 G</b> 96 1% 2% 0% 1% 0% F 0.112 F 0.684 11000 G 200	(7509) Bainbridge St	0.06	9300	G	96%	1%	2%	U% 1%	0%	F	U.118	F	0.759	9700	G	200
(7 <sub>509)</sub> Bainbridge St 0.14 <b>10000 G</b> 96 <u>% 1% 2% 0% 1% 0%</u> F 0.112 F 0.684 11000 G 2003					From:					}						
	(7509) Bainbridge St	0.14	10000	G	96%	1%	2%	0% 1%	0%	F	0.112	F	0.684	11000	G	2002
					To:		Jefferso	n Hwy								

2.246 9-9-9-9-9-17-12-12-12-13-13-14-14-15-2-15-15-15-15-15-15-15-15-15-15-15-15-15-							City of Richmo	nd								
See   Beinbridge St   0.52   5000   G   5906   156   290   06   156   076   156   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076	Route	Length	AADT	QA	4Tire	Bus			2Trail	QC		QK		AAWDT	QW	Year
Second Description   Second	City of Richmond															
Cherokee Rd   2.54   2200   G   66%   1%   2%   0%   1%   0%   5%   0.166   F   0.714   2200   G   2005	O			_						_		_			_	
Cherokee Rd   2.54   2200   G   96%   1%   2%   0%   1%   0%   F   0.166   F   0.714   2200   G   2005	(7509) Bainbridge St	0.52	5000	G	96%	1%		1%	0%	С	0.145	F	0.770	5200	G	2002
Cherokee Rd					To-		Commerce Rd		J							
This period Rd   1,92   2000   G   90%   1%   2%   0%   1%   0%   F   0.092   F   0.539   2100   G   2000   C   2000	<u> </u>						Denbigh Dr									
Cherokee Rd	7512) Cherokee Rd	2.54	2200	G	96%	1%	2% 0%	1%	0%	F	0.166	F	0.714	2200	G	2002
Cherokee Rd					To		Huguenot Rd									
Forest Hill Ave	7512) Cherokee Rd	1.92	2000	G		1%		1%	0%	F	0.092	F	0.539	2100	G	2002
Forest Hill Ave   1.36   27000   G   96%   07%   27%   17%   17%   07%   C   0.092   F   0.621   28000   G   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   200	012				To:		Forest Hill Ave									
Forest Hill Ave   1.36   27000   G   96%   07%   2%   1%   1%   0%   C   0.092   F   0.621   28000   G   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002   2002					From:		WCL Richmond: 20	683	1							
Cherokee Rd   1,000   26000   G   99%   1%   1%   1%   0%   F   0.098   F   0.663   27000   G   2002	Forest Hill Ave	1.36	27000	G		0%			0%	C	0.092	F	0.621	28000	G	2002
Forest Hill Ave	7520) 1 01000 1 1111 7 000	1.00	2.000			0 70		1 70		Ŭ	0.002	•	0.021	20000	Ū	2002
Provide Plance   Prov	<u> </u>															
Forest Hill Ave	7520) Forest Hill Ave	0.90	26000	G	96%	0%	2% 1%	1%	0%	F	0.098	F	0.663	27000	G	2002
Second   S					To:		Powhite Pkwy									
Search   Hill Ave   0.21   26000   G   97%   1%   2%   0%   1%   0%   F   0.100   F   0.518   27000   G   2002	7520 Forest Hill Ave	1.27	20000	G	97%	1%	2% 0%	1%	0%	С	0.098	F	0.607	21000	G	2002
Forest Hill Ave					To		Johnko Dd									
Westover Hills Bivd   Westover Hills Bivd   Forest Hill Ave   0.86   17000   G   97%   1%   2%   0%   1%   0%   Forest Hill Ave   0.86   18000   G   2002	Forest Hill Ave	0.21	26000	G		1%		1%	0%	E	0.100	E	0.618	27000	G	2003
Forest Hill Ave	7520) 1 0103t 1 IIII AVE	V.Z I	2000	J	J1 /0	1 /0			U /0		0.100	1	0.010	£1 000	J	2002
Rounke St   Bells Rd     Bells Rd     Bells Rd       Bells Rd	<u> </u>									_		_				
Registration   Regi	Forest Hill Ave	0.86	17000	G		1%		1%	0%	F	0.098	F	0.666	18000	G	2002
Commerce Rd   0.88   7600   G   78%   2%   4%   8%   8%   0%   F   0.08   F   0.53   7900   G   2002					To:		Roanoke St									
Ruffin Rd   Ruff					From:		Bells Rd									
Commerce Rd   1.08   6000   G   78%   2%   4%   8%   8%   0%   C   0.086   F   0.636   6300   G   2002	7521) Commerce Rd	0.88	7600	G	78%	2%	4% 8%	8%	0%	F	0.08	F	0.53	7900	G	2002
Commerce Rd   1.08   6000   G   78%   2%   4%   8%   8%   6%   0%   C   0.086   F   0.636   6300   G   2002					To:		Puffin Pd									
Bellmeade Rd   WCI, Richmond   Broad Rock Rd   WCI, Richmond   Broad Rock Rd   WCI, Richmond   Broad Rock Rd   WCI, Richmond	Commerce Rd	1.08	6000	G		2%		8%	0%	C	0.086	F	0.636	6300	G	2002
Walmsley Blvd	7521) Commerce Na	1.00	0000	J		2 /0		070	<u> </u>	O	0.000	•	0.000	0300	J	2002
Walmsley Blvd   1.44   7800   G   96%   1%   2%   1%   1%   0%   C   0.101   F   0.666   8100   G   2002								_	<u>.</u>							
Broad Rock Rd   Second Rock Rd   Secon	O	4.44		_		40/			00/	_	0.404	_	0.000	0.400	_	0000
Mainsley Blvd   0.82   11000   G   96%   1%   2%   1%   1%   0%   F   0.090   F   0.583   12000   G   2002	7522) Walmsley Blvd	1.44	7800	G	96%	1%	2% 1%	1%	0%	C	0.101	F	0.666	8100	G	2002
Mainsley Blvd   0.82   11000   G   96%   1%   2%   1%   1%   0%   F   0.090   F   0.583   12000   G   2002	_				To: From:		Broad Rock Rd									
Hopkins Rd	7522) Walmsley Blvd	0.82	11000	G	96%	1%	2% 1%	1%	0%	F	0.090	F	0.583	12000	G	2002
Mainsley Blvd   1.61   7100   G   96%   1%   2%   1%   1%   0%   F   0.092   F   0.524   7400   G   2002					To:		Honkins Rd									
Second   S	Walmsley Blvd	1.61	7100	G		1%	•	1%	0%	F	0.002	F	0 524	7400	G	2002
NA   NA   NA   NA   NA   NA   NA   NA	7522) Wairisicy Diva	1.01	7 100	J		1 /0			070	'	0.002	•	0.524	7400	J	2002
NA   NA   NA   NA   NA   NA   NA   NA					From:											
To   Dead End   To   Dead En	7522) Walmsley Blvd	0.11	NA		<u></u>						NA			NA		
Midlothian Tnpk   1.05   9900   G   96%   1%   2%   1%   1%   0%   F   0.080   F   0.572   10000   G   2002	,				To:		Dead End									
Midlothian Tnpk   1.05   9900   G   96%   1%   2%   1%   1%   0%   F   0.080   F   0.572   10000   G   2002					From:		Poznoka St									
To   Hull St   WCL Richmond   WCL Richmond   From   WC	Midlothian Took	1.05	9900	G		1%		1%	0%	F	0.080	F	0 572	10000	G	2002
Solution	7528) Wildiotrilari Tripic	1.00	5555	Ŭ		170		1 70	070	•	0.000	•	0.012	10000	Ü	2002
Same					r											
State   Stat	O Jaharka Dal	0.04	40000	_		40/			00/	_	0.405	_	0.570	20000	0	2000
Same	7530) Jannke Rd	0.94	19000	G	97%	1%	1% 0%	0%	0%	Г	0.105	г	0.576	20000	G	2002
Same					To: From:		Blakemore Rd									
Prince Arthur Rd  0.30  640  G  97%  1%  1%  New Kent Rd  Prince Arthur Rd  Prince A	7530) Jahnke Rd	1.26	13000	G		1%	1% 0%	0%	0%	С	0.1	F	0.614	13000	G	2002
Prince Arthur Rd  0.30  640  G  97%  1%  1%  New Kent Rd  Prince Arthur Rd  Prince A					To:		Forest Hill Ave									
New Kent Rd   New Kent Rd   New Kent Rd   Prince Arthur Rd   Prince Arthur Rd   New Kent Rd   Prince Arthur Rd   New Kent Rd	Prince Arthur Rd	0.30	640	G		1%			0%	F	0 108	F	0.605	660	G	2002
Prince Arthur Rd   Prince Arth	7530) 1 111100 7 111101 7 10	0.00	0.0			170		070		•	0.100	•	0.000	000	Ū	2002
New Kent Rd  0.82  1000  G  97%  1%  1%  0%  0%  0%  0%  F  0.185  F  0.653  1100  G  2002  1000  F  1000  G  97%  1%  1%  1%  1%  1%  1%  1%  1%  1%					From:			d								
To 42Nd St    Walmsley Blvd	New Kent Rd	0.82	1000	G	97%	1%			0%	F	0.185	F	0.653	1100	G	2002
Hey Rd 0.83 3100 G 97% 1% 1% 0% 0% 0% F 0.09 F 0.635 3300 G 2002    From																
Hey Rd 0.83 3100 G 97% 1% 1% 0% 0% 0% F 0.09 F 0.635 3300 G 2002    Hull St					From:				j							
Te Hull St    From:   Elkhardt Rd	Hev Rd	በ ል3	3100	G		1%			Λ% -	F	0 00	F	0 635	3300	G	2001
7533) Whitehead Rd 1.18 <b>5000 G</b> 95% 2% 2% 0% 1% 0% F 0.103 F 0.573 5200 G 2002  Warwick Rd  7533) German School Rd 0.57 <b>5900 G</b> 95% 2% 2% 0% 1% 0% C 0.100 F 0.590 6200 G 2002	7531) 1 IEY INU	0.03	3100	G		1 /0		U /0	0 /0	1-	0.09	1.	0.033	3300	G	2002
Whitehead Rd 1.18 <b>5000 G</b> 95% 2% 2% 0% 1% 0% F 0.103 F 0.573 5200 G 2002    Table   Warwick Rd   C   C   C   C   C   C   C   C   C																
Table Warwick Rd  Warwick Rd  7533) German School Rd 0.57 <b>5900 G</b> 95% 2% 2% 0% 1% 0% C 0.100 F 0.590 6200 G 2002	<u> </u>			_						_		_			_	
7533) German School Rd 0.57 <b>5900 G</b> 95 <u>% 2% 2% 0% 1% 0%</u> C 0.100 F 0.590 6200 G 2002	(7533) Whitehead Rd	1.18	5000	G	95%	2%	2% 0%	1%	0%	F	0.103	F	0.573	5200	G	2002
7533) German School Rd 0.57 <b>5900 G</b> 95 <u>% 2% 2% 0% 1% 0%</u> C 0.100 F 0.590 6200 G 2002					To:		Warwick Rd		]-							
	7533) German School Rd	0.57	5900	G		2%		1%	0%	С	0.100	F	0.590	6200	G	2002
IVIIQIOUIIAII I IIDK					То:		Midlothian Tnpl									

						City of Rich	nmond								
Route	Lenath	AADT	QA	4Tire	Bus		-Truck		- QC	Peak	QK	Dir	AAWDT	QW	Year
						2Axle 3+A	xle 1Trail	2Trail		Hour		Factor			
City of Richmond				From:		Midlothian	Tnpk								
(7533) German School Rd	0.91	6100	G	95%	2%	2% 09		0%	F	0.105	F	0.504	6400	G	2002
				To: From:		Glenway German Sch									
(7533) Glenway Dr	0.14	3400	G	95%	2%	2% 09		0%	F	0.098	F	0.603	3600	G	2002
				To: From:		Blakemore Glenway									
(7533) Blakemore Rd	0.21	2000	G	95%	2%	2% 0°		0%	F	0.127	F	0.609	2000	G	2002
				To		Jahnke I	Rd								
(7533) Blakemore Rd	0.47	3000	G	95%	2%	2% 09		0%	F	0.134	F	0.721	3100	G	2002
				To: From:		Bliley F Blakemore									
(7533) Bliley Rd	0.57	2700	G	95%	2%	2% 0°		0%	F	0.136	F	0.738	2900	G	2002
,				To:		Forest Hill									
				From:		Huguenot									
(7534) Riverside Dr	2.01	980	G	96% To:	0%	2% 09		0%	С	0.108	F	0.612	1000	G	2002
				From:		Scottview Riverside									
(7534) Scottview Dr	0.22	390	G	96%	0%	2% 09	% 1%	0%	F	0.126	F	0.59	400	G	2002
				To: From:		Longview Scottview									
(7534) Longview Dr	0.20	1800	G	96%	0%	2% 09		0%	F	0.104	F	0.654	1900	G	2002
				To:		Hathaway									
(7534) Hathaway Rd	0.30	3100	G	96%	0%	Longview 2% 09		0%	F	0.100	F	0.599	3200	G	2002
(7534) Hathaway Rd	0.50	3100	•	To:	070	Forest Hill		070		0.100	'	0.000	3200	0	2002
				From:		Broad Rock	Blvd								
(7535) Warwick Rd	1.00	15000	G	96%	1%	2% 09	% 1%	0%	С	0.089	F	0.521	15000	G	2002
				To: From:		Hull S									
(7535) Warwick Rd	1.09	14000	G	96%	1%	2% 09	% 1%	0%	F	0.086	F	0.525	15000	G	2002
O.W. 1451				From:	40/	Whitehead		201							
(7535) WarwicK Rd	0.20	14000	G	96%	1%	2% 09	% 1%	0%	F	0.084	F	0.548	14000	G	2002
(7535) Warwick Rd	0.40	11000	G	From: 96%	1%	Labrook Cor 2% 09		0%	F	0.086	F	0.533	11000	G	2002
(7535) Warwick Rd	0.40	11000	G	90 70 To:	170	Carnation		0%	F	0.000	Г	0.555	11000	G	2002
				From:		WCL Rich		1							
(7538) Monument Ave	0.83	23000	G	97%	1%	1% 19		0%	С	0.103	F	0.537	24000	G	2002
				To: From:		Malvern A	Ave								
(7538) Monument Ave	1.05	24000	G	97%	1%	1% 19	% 1%	0%	F	0.104	F	0.556	25000	G	2002
<u> </u>				From:		Bouleva	rd								
(7538) Monument Ave	0.95	14000	G							0.104	F	0.814	14000	G	2002
C Franklin Ot	0.04	2222		From:	40/	Lombard		00/		0.400			0700		0000
(7538) Franklin St	0.61	9300	G	96%	1%	2% 09		0%	С	0.128	F		9700	G	2002
(7538) Franklin St	0.92	9500	G	From: 96%	1%	Belvidere 2% 0°		0%	F	0.128	F		9900	G	2002
(7538) Franklin St	0.92	9000	J	90% To:	1 70	2% 05 9Th S		0 /0	- 	0.120	I <sup>z</sup>		9900	G	2002
				From:		Three Cho		j							
(7542) Grove Ave	0.31	11000	G				•			0.112	F	0.723	11000	G	2002
				To- From:		Libbie A									
(7542) Grove Ave	2.00	13000	G	96%	0%	1% 29	% 1%	0%	С	0.116	F	0.704	14000	G	2002
				From:		Thompson		-							_
<sub>7542</sub> Grove Ave	1.65	9600	G	96% To:	0%	1% 29		0%	F	0.099	F	0.502	10000	G	2002
				From:		Lombard									
(7545) Bellmeade Rd	0.75	7100	G	84%	2%	Jeff Davis		0%	С	0.096	F	0.663	7400	G	2002
				To		Commerce									
·	·			·	_	·	·		_		_		·		·

						City of Richino	iu								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Richmond															
(7545) Commerce Rd	1.27	13000	G	86%	1%	Bellmeade Rd 4% 4%	5%	0%	F	0.089	F	0.612	14000	G	2002
7545 Commerce Rd	0.44	11000	G	From: 86%	1%	Ingram Ave 4% 4%	5%	0%	С	0.09	F	0.594	11000	G	2002
(7545) Commerce Rd	0.45	11000	G	From: 86%	1%	Marx St 4% 4%	5%	0%	F	0.094	F	0.622	12000	G	2002
(7545) Commerce Rd	0.39	8900	G	From: 86%	1%	Hull St 4% 4%	5%	0%	F	0.117	F	0.766	9300	G	2002
(7548) Snead Rd	1.23	1000	G	From: 86%	1%	Semmes Ave  Hey Rd  4%  4%	5%	0%	F	0.095	F	0.545	1100	G	2002
				To:		Broad Rock Blve WCL Richmond									
7552 Dumbarton Rd	0.05	8500	G	86% To:	1%	4% 4% Brook Rd	5%	0%	F	0.107	F	0.668	8800	G	2002
7553) Holly Spring Ave	0.48	5100	G	86% To:	1%	Hopkins Rd 4% 4% Broad Rock Rd	5%	0%	F	0.088	F	0.503	5300	G	2002
7555) Laburnum Ave	0.17	NA		From:		I-64-E186B SR 197				NA			NA		
7555) Laburnum Ave	0.50	17000	G	95% To:	1%	Chamberlayne Av 2% 1%  ECL Richmond	1%	0%	С	0.093	F	0.729	18000	G	2002
7559 Darbytown Rd	0.20	5900	G	95% To:	1%	Williamsburg Ro 2% 1%  ECL Richmond	1%	0%	F	0.085	F	0.584	6100	G	2002
(7560) 42nd St	0.44	1300	G	99%	0%	Forest Hill Ave	0%	0%	F	0.173	F	0.882	1400	G	2002
7560) Riverside Dr	1.28	3100	G	From: 99%	0%	Riverside Dr 42Nd St 1% 0%	0%	0%	С	0.185	F	0.938	3300	G	2002
7561) Maury St	0.97	6200	G	From: 86%	1%	Cowardin Ave Holly Spring Ave 5% 2%	6%	1%	F	0.088	F	0.633	6500	G	2002
7561) Maury St	0.73	8500	G	From: 86%	1%	Jeff Davis Hwy	6%	1%	С	0.079	F	0.516	8900	G	2002
7561) Maury St	0.35	9200	G	From: 86%	1%	Commerce Rd 5% 2%	6%	1%	F	0.075	F	0.535	9600	G	2002
	0.30	780	G	To: From: 86%	1%	2Nd St Maury St 5% 2%	6%	1%	F	0.164			820	G	2002
(7561) 2nd St	0.00			To:	1 /0	Hull St  Boulevard	J /0	1 /0	-	0.104			020		
7562 Idlewood Ave	0.14	5000	G	92%	3%	4% 0% Robinson St	0%	0%	F	0.106	F	0.7	5200	G	2002
7562) Robinson St	0.05	4900	G	92% <sub>To</sub> .	3%	Idlewood Ave N 4% 0% Idlewood Ave S	0%	0%	F	0.089	F	0.598	5100	G	2002
7562) Idlewood Ave	1.49	1600	G	92% <sub>To</sub> -	3%	Robinson St 4% 0% Belvidere St	0%	0%	С	0.091	F	0.526	1700	G	2002
7563) Main St	0.25	15000	G	97% To:	0%	21st Street 2% 0% 25th St	0%	0%	F	0.104	F	0.786	16000	G	2002
				From:		Williamsburg Ro	1								

Mainty Si							City of Richmo	nd								
Posterior State   Posterior Street   Posterior Street   Postarior Street   Posterior Street   Postarior St	Route	Length	AADT	QA	4Tire	Bus			2Trail	QC		QK		AAWDT	QW	Year
Marcher St   0.28   1800   G   97%   0%   2%   0%   0%   0%   0   0   0   0.542   1700   G   2002	City of Richmond				-											
Fig.	O Hatabar Ct	0.20	4600	•		00/		00/	00/	0	0.000	_	0.540	1700	0	2002
Colorado Ave 0.34 1600 G 97% 0 % 25% 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0	7565 Halcher St	0.20	1000	G	_	070			0%	C	0.096	Г	0.342	1700	G	2002
Colorado Ave					Erom:				1							-
Common   C	Colorado Ave	0.34	1600	G		O%		Ω%	0%	F	0 101	F	0.52	1700	G	2002
Dimwiddle Ave	(7566) Colorado Ave	0.54	1000	•	To:	0 70		0 70	070	'	0.101	•	0.52	1700	O	2002
Dinwiddle Ave					From:				<u> </u>							
Sept   Ath St   D.21   7700   G   88%   1%   4%   2%   7%   0%   F   0.084   F   0.603   8000   G   2002	Dinwiddie Ave	1 11	840	G		1%		7%	0%	F	0.098	F	0.636	870	G	2002
Directified Are   Directifie	(7307) 2		0.0	•	_	.,,		. , ,	7,0	•	0.000	•	0.000	0.0		
Main St   1300   G   86%   19%   49%   27%   79%   07%   C   0.096   F   1300   G   2002	_				From:											
## 1300 G 886% 19% 49% 29% 79% 09% C 0.096 F 1300 G 2002 ## 155 7500 G 95% 19% 39% 09% 19% 09% C 0.103 F 0.741 7800 G 2002 ## 1	( <sub>7567</sub> ) 4th St	0.21	7700	G	86%	1%	4% 2%	7%	0%	F	0.084	F	0.603	8000	G	2002
Mestwood Ave					To:		Maury St		-							
Total St	(7567) 4th St	0.29	1300	G		1%	4% 2%	7%	0%	С	0.096	F		1300	G	2002
1.55   7600   G   95%   1%   3%   0%   1%   0%   C   0.103   F   0.741   7800   G   2002					To:		Hull St									
Hermitage bit   Hermitage bi					From:		Saunders Ave									-
Second	7568) Westwood Ave	1.55	7500	G	95%	1%	3% 0%	1%	0%	С	0.103	F	0.741	7800	G	2002
Combert  Company   Compa					To-		Hermitage Rd									
Combards					From:		Boulevard									
Fig.   Control of the control of t	(7570) Grace St	0.96	2600	G	97%	1%	2% 0%	0%	0%	С	0.093	F	0.605	2700	G	2002
Second St.   0.60   5400   G   97%   1%   2%   0%   0%   0%   F   0.095   F   0.74   5700   G   2002					To-		Lombardy St									
Behvidere St	7570) Grace St.	0.60	5400	G		1%		0%	0%	F	0.095	F	0.74	5700	G	2002
Second St   190   Second St																
1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000	O			_						_		_			_	
STID	(7570) Grace St	0.92	5600	G		1%		0%	0%	F	0.099	F		5800	G	2002
Fig.   PSt   0.54   1900   G   97%   1%   2%   0%   0%   0%   0%   0%   0%   0																
Columber	O 5 01	0.54	4000	_		40/		00/	00/	_	0.000	_	0.500	0000	•	0000
Solution   PSt	7573) P St	0.54	1900	G	_	1%		0%	0%	F	0.086	F	0.506	2000	G	2002
Total   Tota																
Richmond Rd	Oakwood Ave	0.54	2300	G	97%	1%		0%	0%	F	0.082	F	0.538	2400	G	2002
Total   Parkwood Ave   0.65   1600   G   97%   1%   2%   0%   0%   0%   0%   0%   0%   0	1019				To:		Richmond Rd									
FCL Richmond   FCL	$\widehat{}$				<u> </u>											
Total   Meadow St   Feet   Fee	(7573) Richmond Rd	0.65	1600	G	_	1%			0%	F	0.100	F	0.568	1600	G	2002
Parkwood Ave   0.65   3200   G   97%   1%   2%   0%   0%   0%   0%   F   0.145   F   3400   G   2002					To:		ECL Richmond									
Total   Cumberland St   0.40   9700   G   97%   1%   2%   0%   0%   0%   0%   0%   F   0.113   F   10000   G   2002	<u> </u>															
Cumberland St   0.40   9700   G   97%   1%   2%   0%   0%   0%   0%   F   0.113   F   10000   G   2002	(7574) Parkwood Ave	0.65	3200	G	97%	1%	2% 0%	0%	0%	F	0.145	F		3400	G	2002
Cumberland St   0.40   9700   G   97%   1%   2%   0%   0%   0%   0%   F   0.113   F   10000   G   2002					To- From:		Harrison St		}							
Total   Hernitage Rd   Total   Total   Hernitage Rd   Total   Total   Hernitage Rd   Total   Hernitage Rd   Total   Total   Hernitage Rd   Total   Total   Tot	<sub>7574</sub> Cumberland St	0.40	9700	G	97%	1%		0%	0%	F	0.113	F		10000	G	2002
Total   Tota					To:		Belvidere St									
Total   Tota	$\widehat{}$				<u> </u>											
Total   Tota	(7576) Westbrook Ave	0.08	8200	G	97%	1%	2% 0%	0%	0%	F	0.099	F	0.756	8500	G	2002
Total   Tota					To- From:		I-95 Off Ramp									
From   Hull St   1200   G   81%   11%   6%   3%   1%   0%   F   0.163   F   1200   G   2002	7576) Westbrook Ave	0.86	5200	G		1%	2% 0%	0%	0%	F	0.105	F	0.69	5400	G	2002
7577 21st St 0.07 1200 G 81% 11% 6% 3% 1% 0% F 0.163 F 1200 G 2002    To   Decatur St   Decatur					To:		Brook Rd									
7577 21st St 0.07 1200 G 81% 11% 6% 3% 1% 0% F 0.163 F 1200 G 2002    To   Decatur St   Decatur					From:		Hull St									
Total   Tota	7577) 21st St	0.07	1200	G	81%	11%		1%	0%	F	0.163	F		1200	G	2002
7577 Decatur St 1.07 3300 G 81% 11% 6% 3% 1% 0% F NA 3400 G 2002  To 2nd Street  Hopkins Rd  7578 Cofer Rd 0.97 4400 G 81% 11% 6% 3% 1% 0% F 0.093 F 0.641 4600 G 2002  To Jeff Davis Hwy  From: 22Nd St  7579 Leigh St 0.80 1600 G 81% 11% 6% 3% 1% 0% F 0.090 F 0.628 1700 G 2002  To 35Th St  7579 Glenwood Ave 0.34 1900 G 81% 11% 6% 3% 1% 0% F 0.103 F 0.588 2000 G 2002						_										
To 2nd Street    To 2nd Street   Hopkins Rd   Form:	Donatur Ct	4.07	2200	C		110/		10/	00/	г	NIA			2400	C	2002
7578 Cofer Rd 0.97 4400 G 81% 11% 6% 3% 1% 0% F 0.093 F 0.641 4600 G 2002    To   Jeff Davis Hwy	7577) Decalur St	1.07	3300	G		11%		1 %	υ%	۲	NA			3400	G	2002
Cofer Rd 0.97 4400 G 81% 11% 6% 3% 1% 0% F 0.093 F 0.641 4600 G 2002    To:   Jeff Davis Hwy																
To:	Cofor Pd	0.07	4400	C		110/		10/	00/	г	0.003	г	0.644	4600	C	2002
7579 Leigh St 0.80 <b>1600 G</b> 81% 11% 6% 3% 1% 0% F 0.090 F 0.628 1700 G 2002  7579 Glenwood Ave 0.34 <b>1900 G</b> 81% 11% 6% 3% 1% 0% F 0.103 F 0.588 2000 G 2002	(7578) Coler Rd	0.97	4400	G		11%		1%	υ%	۲	0.093	F	0.041	4000	G	2002
7579) Leigh St 0.80 <b>1600 G</b> 81																
7579) Glenwood Ave 0.34 <b>1900 G</b> 81% 11% 6% 3% 1% 0% F 0.103 F 0.588 2000 G 2002	O Loigh Ct	0.00	4000	_		440/		40/	00/	_	0.000	_	0.000	4700	^	0000
(7579) Glenwood Ave 0.34 <b>1900 G</b> 81 11% 6% 3% 1% 0% F 0.103 F 0.588 2000 G 2002	(7579) Leigh St	0.80	1600	G	81% -	11%	6% 3% 	1%	U%	۲	0.090	۲	0.628	1700	G	2002
					From:	_										
To: Government Rd	(7579) Glenwood Ave	0.34	1900	G		11%			0%	F	0.103	F	0.588	2000	G	2002
					To:		Government Ro									

Route   Length   AADT   VAB   Total   Section   Throphography   Property   Architectural   Care   Route   Care   Care   Route   Route   Care   Route							City of Richmon	d								
Climote Rechanned   Clim	Route	Length	AADT	QA	4Tire	Bus			2Trail	QC		QK		AAWDT	QW	Year
Bellevie Ave   0.85   2300   C	City of Richmond															
Robin Hood Rd	(7580) Bellevue Ave	0.85	2300	G		11%		1%	0%	F	0.102	F	0.744	2400	G	2002
Recoin Hood Rd	<u> </u>				To:		Chamberlayne Ave	:	J							
Procedure   Process   Pr					From:		Boulevard									
Chimborazo Blvd 0.56 1100 G 31% 111% 6% 33% 14% 0% 0% 0 C 0.094 F 0.518 1200 G 2002      Comparison	(7582) Robin Hood Rd	0.51	17000	G	81 <u>%</u>	11%	6% 3%	1%	0%	F	0.091	F	0.560	17000	G	2002
Chimborazzo Blwd					To:		I-95 On Ramp									
Temple   T																
Terminal Ave	(7583) Chimborazo Blvd	0.56	1100	G	_	11%	6% 3%	1%	0%	С	0.094	F	0.518	1200	G	2002
Terminal Ave					To:		Oakwood Ave		ļ							
Temple   T					<u> </u>											
Table	(7584) Terminal Ave	1.03	2900	G		1%		1%	0%	С	0.092	F	0.556	3000	G	2002
See   Strockland Park Blvd   1.20   3100   G   96%   1%   1%   1%   1%   1%   1%   1%					To:		Belt Blvd									
Number Mide Rd   Hermitias Rd   He					From:		Broad Street									
	( <sub>7585</sub> ) 31st Street	1.20	3100	G		1%		1%	0%	F	0.091	F	0.544	3200	G	2002
Property   Company   Com					To:		Nine Mile Rd		ļ							
See   Brookland Park Blvd   0.23   9500   G   96%   1%   2%   0%   0%   0%   0%   0%   0%   0	$\overline{}$															
Proportion   Park Blvd   0.23   9500   G   96%   1%   2%   0%   0%   0%   0%   0%   0%   0	(7586) Brookland Pkwy	0.83	6900	G	96%	1%	2% 0%	0%	0%	F	0.094	F	0.551	7100	G	2002
Proportion   Park Blvd   0.23   9500   G   96%   1%   2%   0%   0%   0%   0%   0%   0%   0					To- From:		Brook Rd									
Comment   Comm	(7586) Brookland Park Blvd	0.23	9500	G		1%		0%	0%	F	0.087	F	0.631	9900	G	2002
See   Brookland Park Blvd   1.01   13000   G   98%   1%   2%   0%   0%   0%   0%   0%   0%   0					To:		Chamberlasme Asso									
Total   Park Blvd   0.56   9900   G   96%   1%   2%   0%   0%   0%   0%   0%   0%   0	Rrookland Park Blvd	1 01	13000	G		1%			0%	С	0.079	F	0.608	13000	G	2002
	(7500) Brookland I ark Biva	1.01				170				Ŭ	0.070	•	0.000	10000	Ü	2002
Food   Dill Ave   Di	Dragisland Dark Divid	0.50	0000	_		40/			00/	_	0.005	_	0.504	40000		2002
Total   Provided Park Blvd	(7586) Brookland Park Blvd	0.56	9900	G	_	1%		0%	0%	F	0.085	F	0.584	10000	G	2002
Total   Part								d								
NCL Richmond   NCL	7586 Dill Ave	0.40	5700	G	98%	0%			0%	С	0.109	F	0.644	5900	G	2002
Temp   Series   Ser	(7500) =									_		-				
Total   Control   Total   To					From:				ſ							
Total   Second   Tota	7587 25Th St	0.76	6100	G	98%	0%		0%	0%	F	0.084	F	0.595	6400	G	2002
Total   Section   Total   Se	(1301)															
Total   Section   Total   Section   Total   Section					From:											
North Ave   Boulevard   Toggo   Leigh St   D.59   8500   G   93%   1%   3%   1%   1%   0%   0%   C   0.105   F   0.686   8900   G   2002	Overbrook Ave	1.51	8600	G	98%	0%		0%	0%	F	0.088	F	0.609	9000	G	2002
Total   Substitute   Substitu	(7300)									-		-				
Tempor   Leigh St   0.59   8500   G   93%   1%   3%   1%   1%   0%   C   0.105   F   0.686   8900   G   2002					From:				1							
Topin	7500 Leigh St	0.59	8500	G	93%	1%		1%	0%	С	0 105	F	0.686	8900	G	2002
Total   Street   Carrington Street   Carring	(7590) 25/g/1 5t	0.00	0000			170		170		Ŭ	0.100	•	0.000	0000	Ū	2002
To   Harrison St   SR 33	O Lainh Ch	0.70	0000	_	From:	40/		40/	00/	_	0.005	_	0.040	0000		2002
To   Street   O.10	(7590) Leigh St	0.72	9200	G		1%		1%	0%	г	0.095	г	0.613	9600	G	2002
To   Street   O.10																
To   Carrington Street   0.38   NA   To   N 25th St   NA   NA   NA   NA   NA   NA   NA   N	7590) "O" Street	0.10	NA				~				NA			NA		
To   N   25th   St   NA   NA   NA   NA   NA   NA   NA   N					To:		Carrington St									
To   N 25th St	$\circ$				From:											
Top   School St   12000   G   93%   1%   3%   1%   1%   0%   F   0.086   F   0.57   3600   G   2002	(7590) Carrington Street	0.38	NA		_						NA			NA		
Admiral St 0.18 3500 G 93% 1% 3% 1% 1% 0% F 0.086 F 0.57 3600 G 2002    To   School St   D.29   Good   G   93% 1% 3% 1% 1% 1% 0%   F   0.085   F   0.601   G300   G   2002   To   Chamberlayne Ave   F   D.085   F   D.601   G300   G   2002   To   Signal St   D.21   12000   G   93% 1% 3% 1% 1% 1% 0%   F   D.087   F   D.650   12000   G   2002   To   Signal St   D.22   10000   G   93% 1% 3% 1% 1% 1% 0%   F   D.13   F   D.100   G   2002   To   Signal St   D.22   10000   G   93% 1% 3% 1% 1% 1% 0%   F   D.13   F   D.100   G   2002   To   Signal St   D.22   10000   G   93% 1% 3% 1% 1% 1% 0%   F   D.12   F   9000   G   2002					To:		N 25th St									
To   School St   0.29   6000   G   93%   1%   3%   1%   1%   0%   F   0.085   F   0.601   6300   G   2002																
School St   0.29   6000   G   93%   1%   3%   1%   1%   0%   F   0.085   F   0.601   6300   G   2002	(7592) Admiral St	0.18	3500	G	93%	1%	3% 1%	1%	0%	F	0.086	F	0.57	3600	G	2002
School St   0.29   6000   G   93%   1%   3%   1%   1%   0%   F   0.085   F   0.601   6300   G   2002					To:		Brook Rd									
Tro Chamberlayne Ave      Chamberlayne Ave	(7592) School St	0.29	6000	G		1%		1%	0%	F	0.085	F	0.601	6300	G	2002
7593 14th St 0.21 12000 G 93% 1% 3% 1% 1% 0% F 0.087 F 0.650 12000 G 2002    To   Broad St   Cary St   Car																
7593 14th St 0.21 12000 G 93% 1% 3% 1% 1% 0% F 0.087 F 0.650 12000 G 2002    From   Cary St   Ca					From:		Main St		Ī							
To   Broad St	(7593) 14th St	0.21	12000	G	93%	1%		1%	0%	F	0.087	F	0.650	12000	G	2002
7595 9th St 0.22 10000 G 93% 1% 3% 1% 1% 0% F 0.13 F 11000 G 2002  To provide the second state of the seco																
9th St 0.22 10000 G 93% 1% 3% 1% 1% 0% F 0.13 F 11000 G 2002    Topic   Grace St   Topic   Grace St   Topic				_	From:	_		_		_					_	
7595) 9th St 0.08 8600 G 93 1/8 3/8 1/8 1/8 0/8 F 0.12 F 9000 G 2002	(7595) 9th St	0.22	10000	G		1%		1%	0%	F	0.13	F		11000	G	2002
(7595) 9th St 0.08 <b>8600 G</b> 93 <u>% 1% 3% 1% 1% 0%</u> F 0.12 F 9000 G 2002	3 3.	J		-	T	. /0		. , 0		•	0.10	•			~	
	Oth Ct	0.00	0000			40/		10/	00/		0.40			0000		2002
Broad St	(7595) 9111 51	0.08	UUda	G		1%		1%	υ%	F	0.12	г		9000	G	2002
					10.		Broad St									

						Tru				Peak		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			QC	Hour	QK	Dir Factor	AAWDT	QW	Year
City of Richmond				From:		D 16									
7595) 9Th St	0.23	9000	G	93%	1%	Broad St 3% 1%	1%	0%	F	0.113	F		9400	G	2002
7595)				To	.,,	Leigh St	.,,			••••					
				From:		Chamberlayne A	ve								
7596) Azalea Ave	0.13	18000	G	95%	1%	3% 1%	0%	0%	F	0.095	F	0.581	19000	G	2002
				To:		ECL Richmond									
<u> </u>			_	From:		Huguenot Rd								_	
7597 Westgate Dr	0.51	590	G	95% To:	1%	3% 1%	0%	0%	F	0.104	F	0.872	620	G	2002
				From:		Cedar Grove									
7598) Ladies Mile Rd	1.39	3700	G	95%	1%	Chamberlayne A	ve 0%	0%	F	0.095	F	0.671	3900	G	2002
7598) Ludico Wille I tu	1.00	0700	Ŭ	To:	170	Meadowbridge R		070	•	0.000	•	0.07 1	0000	Ü	2002
				From:		Venable St									
7599) Mosby St	0.14	6900	G	95%	1%	3% 1%	0%	0%	F	0.086	F	0.58	7200	G	2002
				To:		M.L.King Bridg	e								
Mochanicsville Tank	0.42	11000	G	95%	1%	Fairmount Ave	0%	0%	С	0.078	F	0.648	11000	G	2002
Mechanicsville Tnpk	0.42	11000	G	93 76 To:	1 70	Fairfield Ave	070	070	C	0.078	г	0.046	11000	G	2002
				From:		Colorado Ave		1							
7601) Lombardy St	0.49	500	G	95%	1%	2% 1%	1%	0%	F	0.096	F	0.565	530	G	2002
,				To:		Idlewood Ave									
O 1 1 1 01	0.00	4000		From:	40/	Parkwood St	40/	00/	_		_	0.530	4400	_	0000
Lombardy St	0.86	4000	G	95%	1%	2% 1%	1%	0%	С	0.096	F	0.579	4100	G	2002
<u> </u>				From:	10/	Leigh St	10/								
Lombardy St	0.49	9500	G	95%	1%	2% 1%	1%	0%	F	0.089	F	0.529	9900	G	2002
<u> </u>				From:		Brook Rd					_				
(1601) Lombardy St	0.35	6800	G	95% To:	1%	2% 1%	1%	0%	F	0.079	F	0.588	7000	G	2002
				From:		Chamberlayne A	ve								
7602) Maury St Ramps	0.41	23000	G	95%	1%	Maury St 3% 1%	0%	0%	F	0.08	F	0.576	24000	G	2002
Maury St Ramps	0.41	20000	Ŭ	To:	170	I-95	070	070	•	0.00	•	0.070	24000	Ü	2002
				From:		Colorado Ave									
7603) Meadow St	1.49	4900	G	96%	1%	2% 1%	1%	0%	F	0.09	F	0.526	5100	G	2002
				To:		US 33; Hermitage	Rd								
Hormitago Pd	1 16	6500	G	96%	1%	Meadow St 2% 1%	1%	0%	С	0.088	F	0.519	6800	G	2002
Hermitage Rd	1.16	6500	G	90%	1 70	270 170	1 70	U 70	C	0.000	г	0.519	0000	G	2002
Llormitage Dd	0.10	7700		From:	10/	Robin Hood Rd		00/		0.105		0.067	9100		2002
Hermitage Rd	0.12	7700	G	96%	1%	2% 1%	1%	0%	F	0.105	F	0.967	8100	G	2002
O Hamaitana Del	0.00	4000		From:	40/	Ramps from I-9:		00/		NIA			4000		2002
Hermitage Rd	0.20	4800	G	96% To:	1%	2% 1% Brookland Pkwy	1%	0%	F	NA			4900	G	2002
				From:		127- 7608 Venable									
7605) 22 Nd St	0.30	NA				127- 7008 Veliable	: St			NA			NA		
7003) == 110 01				To:		SR 33									
O 22 121				From:	10/	Fairmount Ave		20/							
7 <sub>605</sub> ) 22nd St	0.52	1300	G	96% To:	1%	2% 1%	1%	0%	F	0.087	F	0.539	1400	G	2002
						Fairfield Ave									
7606) Dove St	0.23	4300	G	96%	1%	North Ave 2% 1%	1%	0%	F	0.086	F	0.505	4400	G	2002
Dove St	0.20	-500	3	JU /0	1 /0			U /U	'	0.000	'	0.505	7-100	J	2002
7606) Dove St	0.28	3700	G	From: 95%	1%	Richmond-Henrico	Гпрк 0%	0%	F	0.084	F	0.530	3800	G	2002
Dove St	0.20	3700	G	95% To:	1 70	2Nd Ave	U 70	070	F	0.004	Г	0.550	3000	G	2002
				From:		17Th St									
7608) Venable St	0.20	2300	G	95%	1%	3% 0%	0%	0%	С	0.086	F	0.675	2400	G	2002
				To:		Mosby St									
											_			_	
7608) Venable St	0.45	5100	G	95%	1%	3% 0%	0%	0%	F	0.088	F	0.621	5300	G	2002

Control   Cont							City of Richin	oriu								
Action 1872	Route	Length	AADT	QA	4Tire	Bus				QC		QK		AAWDT	QW	Year
## 4th St	City of Richmond															
STRS1	O •			_						_		_			_	
Management   1.06   3700   G   65%   1%   2%   5%   0%   0%   0%   0%   F   0.099   F   0.632   3800   G   200	<sub>7609</sub> ) 4th St	0.48	4900	G	95%	1%	2% 0%	0%	0%	F	0.13	F	0.720	5100	G	2002
Magnolia St   0.54   3700   G   95%   1%   2%   0%   0%   0%   F   0.099   F   0.632   3900   G   200					To:		5Th St									
Williamsburg Rd   0.82   5200   G   95%   1%   2%   0%   0%   0%   0%   0%   0%   0	7609) 4th St	0.54	3700	G		1%	2% 0%	0%	0%	F	0.099	F	0.632	3900	G	2002
## Aft St					To:		W:II C4									
Record   R	Ath Ct	0.60	E200	_		10/		00/	00/	_	0.000	_	0.520	E400		2001
Meadowbridge Rd	7609) 4111 31	0.02	3200	G	95%	1 70	270 070	070	070	Г	0.092	F	0.556	3400	G	2002
NCL Richards   Not					From:		Brookland Pkv	vy								
Secondaria   Sec	7609) Meadowbridge Rd	0.91	6900	G	95%	1%	2% 0%	0%	0%	С	0.094	F	0.551	7200	G	2002
Story Point Rd					To:		NCL Richmor	nd								
Series   Story Point Rd   0.28   3800   G   95%   15%   29%   07%   07%   07%   F   0.094   F   0.673   3900   G   200					From:		21St									
Story Point Rd   0.26   7300   G   97%   1%   1%   0%   0%   0%   0%   0%   0	Jefferson Ave	0.32	3800	G	95%	1%		0%	0%	F	0.094	F	0.673	3900	G	2002
Stony Point Rd   0.26   7300   G   7376   1%   1%   0%   0%   0%   0%   0%   0%	,019			_						-		-			_	
Story Point Rd   0.26   7300   G   97%   1%   1%   07%   07%   0%   0%   0%   0%   0%					E				-							
Evansway Lin   0.72   4900   G   97%   1%   1%   0%   0%   0%   0%   0%   0	0, 5, 15,	0.00		_		40/			20/	_	0.445	_	0.504	7000	_	0000
Sharway Ln   0.72   4900   G   97%   1%   1%   0%   0%   0%   0%   0%   0	of 11) Stony Point Ra	0.26	7300	G		1%			0%	F	0.115	F	0.561	7600	G	2002
Evansway Ln   0.72   4900   G   97%   1%   1%   0%   0%   0%   0%   0%   0																
Westgate Dr	- Evenover I n	0.70	4000	C		10/			00/	_	0.440	_	0 744	E200	0	2000
Croate   C	7611) Evansway Lri	0.72	4900	G	91%	1%	1% U%	U%	U%	C	0.112	F	0.714	5200	G	2002
Creater Grove Rd   0.76   2100   G   97%   1%   1%   0%   0%   0%   F   0.094   F   0.657   2200   G   200	~						Westgate Dr		}							
Part   Products Dr   Product	7611) Cedar Grove Rd	0.76	2100	G		1%	1% 0%	0%	0%	F	0.094	F	0.657	2200	G	2002
Croaten Rd   0.52   430   G   97%   1%   1%   0%   0%   0%   0%   0%   0					To		Pondera Dr									
Test   Magnolia St   0.96   9600   G   92%   2%   2%   3%   2%   2%   0%   F   0.084   F   0.584   10000   G   200	_				From:		Pondera Rd									
Magnolia St   0.96   9600   G   92%   2%   3%   2%   2%   0%   F   0.084   F   0.584   10000   G   200	7611) Croatan Rd	0.52	430	G	97%	1%	1% 0%	0%	0%	F	0.122	F	0.5	450	G	2002
Magnolia St   0.96   9600   G   92%   2%   3%   2%   2%   0%   F   0.084   F   0.584   10000   G   200					To		Cherokee Ro									
Magnolia St   0.96   9600   G   92%   2%   3%   2%   2%   0%   F   0.084   F   0.584   10000   G   200					From:		Meadowhridge	Rd	Ī							
Mechanicsville Tupk	Magnolia St	0.96	9600	G	92%	2%			0%	F	0.084	F	0 584	10000	G	2002
Main St   Main	7612) Magnona St	0.00	0000						070	•	0.001	•	0.001	10000	Ū	2002
Milliamsburg Rd   1.06   9500   G   92%   2%   3%   2%   2%   0%   C   0.091   F   0.616   9900   G   200								прк								
Hatcher St	( ) A ( )	4.00		_	Prom:	00/		00/	00/	_	0.004	_	0.040	0000	_	0000
Williamsburg Rd	7614) Williamsburg Rd	1.06	9500	G	92%	2%	3% 2%	2%	0%	C	0.091	F	0.616	9900	G	2002
Main St	<u> </u>				To:		Hatcher St		-							
Company   Comp	7614) Wiliamsburg Rd	0.74	10000	G		2%	3% 2%	2%	0%	F	0.087	F	0.589	11000	G	2002
Ref   Orleans St   0.21   2000   G   94%   1%   4%   0%   0%   0%   0%   0%   0%   0					To:		Government S	t.								
Company St   Com					From:		Main St		Ī							
Williamsburg Rd   Mechanicsville Tnpk   Me	Orloans St	0.21	2000	G		10/		O0/-	Ω%	_	0 126	_	0.537	2100	G	2003
Frame	7616) Offeatis St	0.21	2000	G		1 /0			0 /0		0.120		0.557	2100	G	2002
Second   February   Free   Second   February   Free   Second   Free   Second							williamsburg i	Ka								
Total   Fairfield Ave   0.91   4700   G   94%   1%   4%   0%   0%   0%   0%   0%   0%   0								_								
Fairfield Ave 0.91 4700 G 94% 1% 4% 0% 0% 0% 0% C 0.098 F 0.625 4900 G 200    For   ECL Richmond   Fairfield Ave   Fairfield Ave   For   Fairfield Ave   For   Hospital St	<sub>7618</sub> ) Fairfield Ave	0.20	5400	G	94%	1%	4% 0%	0%	0%	F	0.089	F	0.582	5600	G	2002
Fairfield Ave 0.91 4700 G 94% 1% 4% 0% 0% 0% 0% C 0.098 F 0.625 4900 G 200    For   ECL Richmond   Fairfield Ave   Fairfield Ave   For   Fairfield Ave   For   Hospital St					To:		20Th St									
To   Fairfield Ave   Foot	7618 Fairfield Ave	0.91	4700	G		1%		0%	0%	С	0.098	F	0.625	4900	G	2002
To   From   Found   Fairfield Ave   Found   Fairfield Ave   From   STh St   St. James St   O.39   260   G   96%   1%   2%   1%   1%   0%   F   0.109   F   0.504   7200   G   200			<del>-</del>	_		.,•				-		-			-	_,,,,
7619 17th St 0.16 8200 G 96% 1% 2% 1% 1% 0% C 0.095 F 0.526 8500 G 200  100 Hospital St					From:											
Hospital St	474.04	0.40	0000	_		407			001	_	0.005	_	0.500	0500	•	0000
Hospital St   0.30   6900   G   96%   1%   2%   1%   1%   0%   F   0.091   F   0.504   7200   G   200	7619) 17th St	0.16	8200	G		1%		1%	υ%	Ċ	0.095	F	0.526	8500	G	2002
Hospital St   0.30   6900   G   96%   1%   2%   1%   1%   0%   F   0.091   F   0.504   7200   G   200																
To: 17Th St    From:   Leigh St	Hospital St	0.30	6000	G		10/		10/	00/	E	0.004	Е	0.504	7200	C	2001
From: Leigh St	7619) Muspilai St	0.30	0300	G		170		170	U%		0.091	Г	0.304	1200	G	2002
7621) St. James St 0.39 <b>260 G</b> 96% 1% 2% 1% 1% 0% F 0.109 F 0.774 270 G 200  7621) North Ave 0.45 <b>6200 G</b> 96% 1% 2% 1% 1% 0% F NA 6400 G 200  7621) North Ave 0.79 <b>9900 G</b> 97% 1% 1% 0% 0% 0% F 0.08 F 0.536 10000 G 200  7621) North Ave 1.64 <b>6000 G</b> 97% 1% 1% 0% 0% 0% C 0.082 F 0.564 6200 G 200							1/Ih St									
North Ave   0.45   6200   G   96%   1%   2%   1%   1%   0%   F   NA   6400   G   200																
North Ave   0.45   6200   G   96%   1%   2%   1%   1%   0%   F   NA   6400   G   2000	7621) St. James St	0.39	260	G	96%	1%	2% 1%	1%	0%	F	0.109	F	0.774	270	G	2002
North Ave 0.45 <b>6200 G</b> 96% 1% 2% 1% 1% 0% F NA 6400 G 200    Total Prince   Poe St   Prost					To		Hill &+									
Poe St   P	North Ave	0.45	6200	G		10/		10/_	O <sub>0</sub> /-	F	NΙΛ	_		6400	C	2000
North Ave 0.79 <b>9900 G</b> 97% 1% 1% 0% 0% 0% F 0.08 F 0.536 10000 G 200 Brookland Park Blvd    Rockland Park Blvd   C 0.082 F 0.564 6200 G 200	7621) INOI III AVE	0.40	0200	J	<i>30</i> 70	1 /0	∠/0 I70	1 /0	U /0	1.	INA			0400	G	2002
North Ave 0.79 9900 G 97% 1% 1% 0% 0% 0% F 0.08 F 0.536 10000 G 200    To   Strong   Brookland Park Blvd   C 0.082 F 0.564 6200 G 200							Poe St									
To Brookland Park Blvd    North Ave   1.64   6000   G   97%   1%   1%   0%   0%   0%   C   0.082   F   0.564   6200   G   200	7621) North Ave	0.79	9900	G		1%	1% 0%	0%	0%	F	80.0	F	0.536	10000	G	2002
7621) North Ave 1.64 <b>6000 G</b> 97 4 1% 1% 0% 0% 0% C 0.082 F 0.564 6200 G 200					To:				<del></del> 1							
	North Ava	1.64	6000			10/			00/		0.000	_	0 EG4	6200		2000
Chamberlayne Ave	7621) NOLLII AVE	1.04	0000	G		1%			υ%	Ü	0.082	F	0.504	0∠00	G	2002
					To-		Chamberlayne A	Ave								

Route   Length   AADT   QA   4Tire   Bus   Truck   ZAxie 3+Axle   1Trail   ZTrail   ZTrail   QC   Peak   QK   Factor   AAWDT   QI   City of Richmond   Trail   ZTrail   QC   Peak   QK   Factor   AAWDT   QI   City of Richmond   Trail   ZTrail   QC   Peak   QK   Factor   AAWDT   QI   City of Richmond   Trail   ZTrail   QC   Peak   QK   Factor   AAWDT   QI   City of Richmond   Trail   ZTrail   QC   Peak   QK   Factor   AAWDT   QI   City of Richmond   Trail   ZTrail   QC   Peak   QK   Factor   AAWDT   QI   City of Richmond   Trail   ZTrail   QC   Peak   QK   Factor   AAWDT   QI   City of Richmond   Trail   ZTrail   QC   Peak   QK   Factor   AAWDT   QI   City of Richmond   Trail   ZTrail   QC   Peak   QK   Factor   AAWDT   QI   City of Richmond   Trail   ZTrail   QC   Peak   QK   Factor   AAWDT   QI   City of Richmond   Trail   ZTrail   QC   Peak   QK   Factor   AAWDT   QI   City of Richmond   Trail   ZTrail   QC   Peak   QK   Factor   AAWDT   QI   City of Richmond   Trail   ZTrail   QC   Peak   QK   Factor   AAWDT   QI   City of Richmond   Trail   ZTrail   QC   Peak   QK   Factor   AAWDT   QI   City of Richmond   Trail   ZTrail   QC   Peak   QK   Peak   Q	2002 2002 2002 2002 2002 2002 2002 2002 2002
Free   Hospital St   Free   Hospital St   Free   Hospital St   Free   Free   Hospital St   Free   Free   Hospital St   Free	2002 2002 2002 2002 2002 2002 2002 2002
Test	2002 2002 2002 2002 2002 2002 2002 2002
Richmond-Henrico Tnpk   1.18   2100   G   98%   1%   1%   1%   0%   0%   0%   C   0.096   F   0.609   2200   C	2002 2002 2002 2002 2002 2002 2002 2002
Times   Valley Rd   Valley R	2002 3 2002 3 2002 3 2002 3 2002 3 2002
Richmond-Henrico Tnpk   1.18   2100   G   98%   1%   1%   0%   0%   0%   0%   C   0.096   F   0.609   2200   C	2002 3 2002 3 2002 3 2002 3 2002 3 2002
Richmond-Henrico Tnpk   0.29   1600   G   98%   1%   1%   0%   0%   1%   0%   F   0.091   F   0.542   1600   G	2002 3 2002 3 2002 3 2002 3 2002 3 2002
Richmond-Henrico Tnpk   0.29   1600   G   98%   1%   1%   0%   1%   0%   F   0.091   F   0.542   1600   G	2002 2002 2002 2002 2002 2002
Gladstone Ave   Gladstone Av	2002 2002 2002 2002 2002 2002
Richmond-Henrico Tnpk   0.45   1900   G   98%   1%   1%   0%   1%   0%   0%   C   0.096   F   0.656   2000   G	G 2002 G 2002 G 2002 G 2002
To   NCL Richmond   From   Chamberlayne Pkwy   Chamberlayne Pkwy	G 2002 G 2002 G 2002 G 2002
The proof of the	2002 3 2002 3 2002
The proof of the	2002 3 2002 3 2002
Columbia C	2002 3 2002 3 2002
Total Part   From	G 2002 G 2002
To   Brookland Park Blvd   To   Double Park Blvd   To	G 2002 G 2002
The proof of the	S 2002
The proof of the	S 2002
The superstand   The	
The proof of the	
Cary St	
7627 Crenshaw Ave 0.25 <b>580 G</b> 98% 1% 1% 0% 0% 0% F 0.136 F 610 G  To: Grove Ave  From: Ellwood St  7629 Thompson St 0.08 <b>14000 G</b> 98% 1% 1% 0% 0% 0% F 0.106 F 0.591 15000 G	
To Grove Ave    From:   Ellwood St	
From: Ellwood St  Thompson St  0.08 14000 G 98% 1% 1% 0% 0% 0% F 0.106 F 0.591 15000 G  From: Floyd Ave	2002
7629) Thompson St 0.08 14000 G 98% 1% 1% 0% 0% 0% F 0.106 F 0.591 15000 G	
Floyd Ave From 100 4500 100 4500 100 100 100 100 100 100 100 100 100	
Theorem 04 000 45000 0 000 400 000 000 000 5 0404 5 40000 0	2002
Therese 04 0.00 45000 0 000/ 40/ 40/ 00/ 00/ 00/ F 0.404 F 40000 0	
	2002
To: Broad St	
From: Cary St	
(7631) Hamilton St 0.25 <b>1800 G</b> 92% 1% 5% 1% 1% 0% F 0.104 F 0.623 1900 G	2002
To Grove Ave	
(7631) Hamilton St 0.60 <b>2900 G</b> 92% 1% 5% 1% 1% 0% F 0.097 F 0.690 3100 G	2002
Monument Ave	
(7631) Hamilton St 0.27 <b>3100 G</b> 92% 1% 5% 1% 1% 0% F 0.099 F 3200 G	2002
7631) Hamilton St 0.61 <b>5500 G</b> 92% 1% 5% 1% 1% 0% C 0.122 F 0.764 5700 G	3 2002
Hamilton St 0.61 <b>5500 G</b> 92% 1% 5% 1% 1% 0% C 0.122 F 0.764 5700 G Westwood Ave	2002
Gioverno	2002
Roseneath Rd 0.76 <b>1500 G</b> 92% 1% 5% 1% 1% 0% F 0.114 F 0.699 1500 G	, 2002
Winghold St.	2002
(7637) Rady St 0.49 <b>1300 G</b> 92% 1% 5% 1% 1% 0% F 0.085 F 0.661 1400 G	2002
(7639) Westmoreland St 0.25 <b>2100 G</b> 92% 1% 5% 1% 1% 0% F 0.091 F 0.593 2200 G	2002
	_502
Grove Ave Grove Ave Grove Ave Grove Ave F 0.096 F 0.622 3800 G	3 2002
Westmoreland St 1.04 <b>3700 G</b> 92% 1% 5% 1% 1% 0% F 0.096 F 0.622 3800 G	, 2002
DIOXEST	
Cary St	2002
	. 2002
Grove Ave	
(7641) Libbie Ave 0.72 <b>13000 G</b> 98% 0% 1% 0% 1% 0% C 0.087 F 0.555 14000 G	3 2002
NCL MULINING	
From: Cary St	
(7643) Maple Ave 0.57 <b>1400 G</b> 94% 2% 4% 0% 0% 0% C 0.120 F 0.731 1500 G	
To: Guthrie Ave	2002

						City of Richmo	na								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			OC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Richmond															
Coutbaile Ave	0.40	700	_	From:	00/	Maple Ave	00/	00/	_	0.440	_	0.55	700	0	2002
7643) Guthrie Ave	0.12	730	G	98% To:	0%	1% 0%	0%	0%	F	0.113	F	0.55	760	G	2002
						Libbie Ave		I							
<u> </u>				From:		Cary St								_	
7645) Three Chopt Rd	0.60	12000	G	98%	0%	1% 0%	0%	0%	С	0.091	F	0.546	13000	G	2002
				From:		Towana Rd									
7645) Three Chopt Rd	0.79	9700	G	98%	0%	1% 0%	0%	0%	F	0.085	F	0.509	10000	G	2002
3															
O = 1			_	From:	201	Hanover Ave	201		_		_		10000	_	
Three Chopt Rd	0.35	13000	G	98%	0%	1% 0%	0%	0%	F	0.084	F	0.521	13000	G	2002
				To:		WCL Richmond	ļ								
				From:		Hopkins Rd									
<sub>691</sub> ) Warwick Rd	0.74	11000	G	96%	1%	2% 0%	1%	0%	С	0.084	F	0.587	12000	G	2002
				To:		Broad Rock Blve	i								
				From:		Patterson Ave									
Willow Lawn Dr	0.29	6100	G	96%	1%	2% 0%	1%	0%	F	0.094	F	0.505	6400	G	2002
Willow Lawn Dr	0.20	0100	J	To:	170	NCL Richmond		070	'	0.004	•	0.505	0400	O	2002
				From:		27Th St								_	
"M" St		1900	G							NA			2000	G	2002
				To-		28Th St									
				From:		Trigg Street		Ī							
1st Ave		2500	G							0.093	F	0.566	2600	G	2002
				To:		2nd Ave									
				From:											
4-4-04		0700	_			Main St				0.404	_		2000	0	2000
1st St		2700	G							0.101	F		2800	G	2002
				10.		Cary St									
				From:		Broad St									
1st Street		4400	G							NA			4500	G	2002
				To:		Marshall St									
				From:		R St		Ī							
24th St		1200	G			IC St				0.078	F		1200	G	2002
240100		1200	Ŭ	To:		Fairmount Ave				0.070	•		1200	O	2002
				From:		1St Ave								_	
2nd Ave		2300	G							0.071	F		2400	G	2002
				To:		Brookland Pk Bly	⁄d								
				From:		Dupont Ave									
Atlantic Ave		220	G							0.146	F		230	G	2002
				To:		Navrone Ave									
				From:				1							
Pollo Dd		4000	_		00/	Commerce Rd	210/	00/	_	0.1	_	O E04	E400	0	2000
Bells Rd		4800	G	71% To:	0%	2% 6%	21%	0%	F	0.1	F	0.584	5100	G	2002
						Deepwater Termina		<u> </u>							
				From:		SCL Richmond				_		_			
Belmont Rd		5900	G	_				_		0.093	F		6100	G	2002
				To:		Walmsley Blvd									
				From:		Sheridan Ln									
Boroughbridge Rd		1700	G	<u> </u>						0.078	F		1800	G	2002
			_	To:		Tilford Rd		1		2.0.0	•			-	_502
				-				I							
D.W		<b>6</b> = 6	_	From:		Dorset Rd				0.45=	_			_	
Brittannia Rd		350	G	_						0.125	F		360	G	2002
				To:		Clydewood Rd									
				From:		Falling Creek Av	e								
Caldwell Ave		550	G					,		0.101	F		560	G	2002
<del>-</del>			-	To:		Pate Ave								-	
				From:				1							
Carliala Assa		4400	_	r rodi.		Creedmore St				0.000	_	0.540	1500	0	2000
Carlisle Ave		1400	G	т		a				0.088	F	0.513	1500	G	2002
				To:		Central Ave									

					Oity of Paloriti									
Route	Length AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle		(	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Yea
Carrington St	160	G	From:		24Th St				0.184	F		170	G	2002
			To:		25Th St									
			From:		9Th St									
Cary St	6400	G	_						0.090	F		6600	G	200
			To:		14Th St									
			From:		Dale Ave									
Castlewood Rd	3000	G							0.079	F	0.640	3100	G	200
			In-		Lancelot Ave	2								
			From:		Legions Ave								_	
Chapel Dr	1300	G							0.081	F		1400	G	200
			10.		Bundy Ave									
	400	_	From:		Cherokee Ro	l			0.400	_		400	_	000
Cheyenne Rd	160	G	To:		V DI				0.133	F		160	G	200
					Yuma Rd									
01 1 5	400	_	From:		Banister Ln				0.004	_		400	_	000
Clarendon Dr	100	G	To:		Chamina I a				0.094	F		100	G	200
					Channing Ln									
O	4000	_	From:		Walmsley Blv	d			0.400	_	0.044	4700	0	000
Commerce Rd	4600	G	То:		T				0.128	F	0.844	4700	G	200
					Trenton Ave									
0 1 1 1		_	From:		Chatham Rd				0.44	_		<b>500</b>	_	000
Confederate Ave	550	G	То:						0.11	F		560	G	200
					Glouchester R	.d								
2 . 2.			From:		Alaska Dr					_		0.40		
Cooks Rd	880	G	т						0.087	F		910	G	200
			""		Allwood Ave									
0 : 11 01		_	From:		Nine Mile Ro	i			0.000	_	0.505	0000	_	000
Creighton St	2500	G	To:		W I # DI				0.082	F	0.505	2600	G	200
					Walcott Pl									
Dans Mater Terreinal D	4400	_	From:	00/	Bells Rd	040/	00/	0	0.440	_	0.550	4400	0	200
Deep Water Terminal R	1100	G	71%	0%	2% 6%	21%	0%	С	0.110	F	0.553	1100	G	200
				Kici	nmond Deep Water									
Deepwater Terminal Rd	4200	G	From:		Port Of Richmo	ond			0.118	F		1200	G	200
Deepwater Terminal Ru	1200	G	To:	Day	epwater Terminal (	Tommooton.			0.116	Г		1200	G	200
				Dec			<u> </u>							
Dolook Avo	240	•	From:		Floral Ave				0.102	_		220	0	200
Deloak Ave	210	G	To:		Greystone Av				0.102	F		220	G	200
			10.											
Danwart Dd	4400	_	From:		Tennyson Av	e			0.400	_		1100	0	200
Derwent Rd	1100	G	To:		Stansbury Av	9			0.102	F		1100	G	200
						c								
Dotor Dd	500	_	From:		Laveta Rd				0.005	_		E40	_	000
Deter Rd	520	G	To:		Lasalle Dr				0.095	F		540	G	200
							<u> </u>							
Danahastan Dal	4=4	_	From:		New kent Ro				0.40-	_		400	^	000
Dorchester Rd	170	G	To:		D. ( P.1				0.107	F		180	G	200
					Burton Rd		<u> </u>							
Darrack Del	202	_	From:		Waldor Ave				0.4	_		000	0	000
Dorset Rd	800	G	To:		D 7				0.1	F		820	G	200
			10.		Pusey Ln									
		_	From:		French St				0.40:	_		0000	^	000
Develop I I B I									0.104	F		3900	G	200
Douglasdale Rd	3700	G			D.1									
Douglasdale Rd	3700		To:		Belmont Ave	) 								
			To:		Belmont Ave	)								
Douglasdale Rd  Dunston Ave	3700 240	G	From:						0.101			250	G	200

Route	Length AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Yea
Elkhardt Rd	6800	G	From:	Hull St		0.083	F		7000	G	200
			To:	Whitehead Rd							
			From:	Montrose Ave							
Essex St	190	G				0.091	F		200	G	200
			To:	Edgewood Ave							
			From:	Nottoway Ave							
Faquier Ave	740	G				0.113	F	0.607	760	G	200
			To	Claremont Ave							
E 11: 0:		_	From:	Spokane St		0.44	_		000	0	000
Franklin St	220	G	To:	W:11 I D-		0.11	F		220	G	200
			From:	Willow Lawn Dr							
Glyndon Ln	300	G	From:	Heartwood Rd		0.139	F		310	G	200
Glyfldolf Eff	300	G	To:	Rettig Rd		0.139	'		310	G	200
			From:								
Granite Ave	870	G		Matoaka Rd		0.11	F		890	G	200
Ordinio 7 tvo	0.0	•	To:	Tuckahoe Ave		0.11	•		000	Ü	
			From:	Hazelhurst Rd							
Hunt Ave	3000	G	<u> </u>	Trazemust Nu		0.093	F		3100	G	200
			To:	Meadowbridge Rd							
			From:	Junaluska Ct							
Junalaska Dr	380	G	· ·			0.086	F	0.754	390	G	200
			To:	Blakemore Rd							
-			From:	Sterncroft Dr							
Kenmore Rd	380	G				0.092	F		390	G	200
			To:	Kenmore Cir							
			From:	Monecrest Ave							
Lanewood Dr	90	G	. —			0.15	F		90	G	200
			10:	Ilex Ave							
		_	From:	Stratford Dr		0.470	_	0.505	0.40	0	000
Lorraine Ave	200	G	To:	Newport Rd		0.173	F	0.595	210	G	200
			From:								
Mike Rd	190	G	From:	Clemson Ave		0.100	F		200	G	200
WIKE INU	190	G	To:			0.100	'		200	G	200
			10.	Gavan Ave							
			From:	Gavan Ave							
Monteiro St	4600	G	From:	Gavan Ave Fritz St		0.072	F		4700		200
Monteiro St	4600	G	From:	•		0.072	F		4700	G	200
Monteiro St	4600	G	From:	Fritz St  Poe St		0.072	F		4700	G	200
Monteiro St  Moss Side Ave	4600	G G	From: To:	Fritz St		0.072	F		4700 1200	G G	
			From:  To:  From:	Fritz St  Poe St							
			From:  To:  From:  To:  From:	Fritz St  Poe St  Laburnum Ave							
			To	Fritz St  Poe St  Laburnum Ave  Henrico Blvd							200
Moss Side Ave	1100	G	To	Fritz St  Poe St  Laburnum Ave  Henrico Blvd		0.08	F		1200	G	200
Moss Side Ave Newell Rd	1100	G	To	Fritz St  Poe St  Laburnum Ave  Henrico Blvd  Jahnke Rd		0.08	F		1200	G	200
Moss Side Ave	1100	G	To: From:	Fritz St  Poe St  Laburnum Ave  Henrico Blvd  Jahnke Rd  Huntland Rd  Sulgrave Rd		0.08	F		1200	G	200
Moss Side Ave Newell Rd	1100 2400	G G	To:	Fritz St  Poe St  Labumum Ave  Henrico Blvd  Jahnke Rd  Huntland Rd		0.08	F		1200	G G	200
Moss Side Ave  Newell Rd  Nottingham Rd	1100 2400 170	G G	To: From:	Fritz St  Poe St  Laburnum Ave  Henrico Blvd  Jahnke Rd  Huntland Rd  Sulgrave Rd		0.08 0.082 0.111	F F		1200 2400 170	G G	200
Moss Side Ave Newell Rd	1100 2400	G G	From: To: From: From:	Fritz St  Poe St  Laburnum Ave  Henrico Blvd  Jahnke Rd  Huntland Rd  Sulgrave Rd  Dover Rd  Grove Ave		0.08	F	0.514	1200	G G	200
Moss Side Ave  Newell Rd  Nottingham Rd	1100 2400 170	G G	To: From: To: From: To: To: To: To: To:	Fritz St  Poe St  Laburnum Ave  Henrico Blvd  Jahnke Rd  Huntland Rd  Sulgrave Rd  Dover Rd  Grove Ave		0.08 0.082 0.111	F F	0.514	1200 2400 170	G G	200
Moss Side Ave  Newell Rd  Nottingham Rd  Oak Lane	1100 2400 170 290	G G G	To: From: To: From: To: From: From: From:	Fritz St  Poe St  Labumum Ave  Henrico Blvd  Jahnke Rd  Huntland Rd  Sulgrave Rd  Dover Rd  Grove Ave  Stratford Cres  Westbrook Ave		0.082 0.111 0.119	F F		1200 2400 170 300	G G G	200
Moss Side Ave  Newell Rd  Nottingham Rd	1100 2400 170	G G	To: From: To: From: To: To: To: To: To:	Fritz St  Poe St  Laburnum Ave  Henrico Blvd  Jahnke Rd  Huntland Rd  Sulgrave Rd  Dover Rd  Grove Ave  Stratford Cres  Westbrook Ave  1% 1% 1% 1% 0%	С	0.08 0.082 0.111	F F	0.514	1200 2400 170	G G	200
Moss Side Ave  Newell Rd  Nottingham Rd  Oak Lane	1100 2400 170 290	G G G	To: From: To: From: To: From: From: To: From: To: From: To: To: To: To: To: To: To: To: To: To	Fritz St  Poe St  Laburnum Ave  Henrico Blvd  Jahnke Rd  Huntland Rd  Sulgrave Rd  Dover Rd  Grove Ave  Stratford Cres  Westbrook Ave  1% 1% 1% 0%  Westminister Ave	С	0.082 0.111 0.119	F F		1200 2400 170 300	G G G	2000 2000 2000 2000 2000
Moss Side Ave  Newell Rd  Nottingham Rd  Oak Lane	1100 2400 170 290	G G G	From:  To:  From:  To:  From:  From:  From:  96%	Fritz St  Poe St  Laburnum Ave  Henrico Blvd  Jahnke Rd  Huntland Rd  Sulgrave Rd  Dover Rd  Grove Ave  Stratford Cres  Westbrook Ave  1% 1% 1% 1% 0%	C	0.082 0.111 0.119	F F		1200 2400 170 300	G G G	200

				City of Kichinona							
Route	Length AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Tra	OC.	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Palmyra Ave			From:	Gloucester Rd		0.096	F	1 actor	270	G	2002
	260	G	To:		7						
			From:	Lament St	1						
Patsy Anne Dr	550	G	rioin.	Columbine Rd		0.094	F		570	G	2002
			To:	Rebecca Rd	]						
Peyton St			From:	Larchmont Ln							
	370	G	To	M. F.I.D.I	7	0.103	F		380	G	2002
			From:	Mardick Rd  North Ave	1						
Pilots Ln	1600	G	<u> </u>	Noith Ave	_	0.093	F		1700	G	2002
			To:	ECL Richmond							
Princeton Rd			From:	Hermitage Rd		0.106	F		160	G	2002
	160	G	To	B 4	7						
			From:	Pope Ave	1						
S Kinsley Ave	280	G	. wat.	Orlando Rd	_	0.098	F		290	G	2002
			To:	Leake Rd		0.000	•				
Scher Rd			From:	Stony Run Dr		0.082	F	0.504	2200	G	2002
	2100	G			7						
			To:	Richmond Rd							
Shafer St	710	G	From:	Franklin St		0.091	F		730	G	2002
	710	Ŭ	To:	Grace St	7	0.001	•		700	Ü	2002
Snead Rd			From:	Huth Rd		0.09	F		1000	G	2002
	1000	G			_						
			To:	Clearfield St							
Swanson Rd	1900	G	From:	Whitehead Rd		0.09	F		2000	G	2002
		G	To:	Bolton Rd	1	0.09	•		2000	G	2002
			From:	Weyburn Rd							
Trabue Rd	130	G		-	<b>-</b>	0.101	F		140	G	2002
			To:	Bicknell Rd							
Traylor Dr	240	•	From:	Cherokee Rd		0.007	F		220	G	2002
	210	G	To:	Denbigh Dr	1	0.097	Г		220	G	2002
Tulip St			From:	Venable St	1	0.073	F	0.603	1300	G	2002
	1300	G			_						
			To:	Carrington St	<u> </u>						
Westower Dr	0400		From:	Yeardley Dr		0.096			2400		0000
	2400	G	To	Limerick Dr	7	0.090	F		∠400	G	2002
			From:	Sussex Ave	1						
Whitcomb St	2200	G		~ ~ ~ * * * * * * * * * * * * * * * * *	_	0.085	F	0.503	2200	G	2002
			To:	Redwood Ave							
Wilton Rd		_	From:	Matoaka Rd			_			-	
	460	G	To:	Tuckahoe Ave	7	0.097	F		470	G	2002
			From:	Stockwood Rd	1						
Woodhaven Dr	820	G	<u> </u>	STOCKWOOD IN		0.078	F		850	G	2002
			To:	Alberene Rd	1						